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MOTOCROSS ACTION MAGAZINE

JUNE 1977

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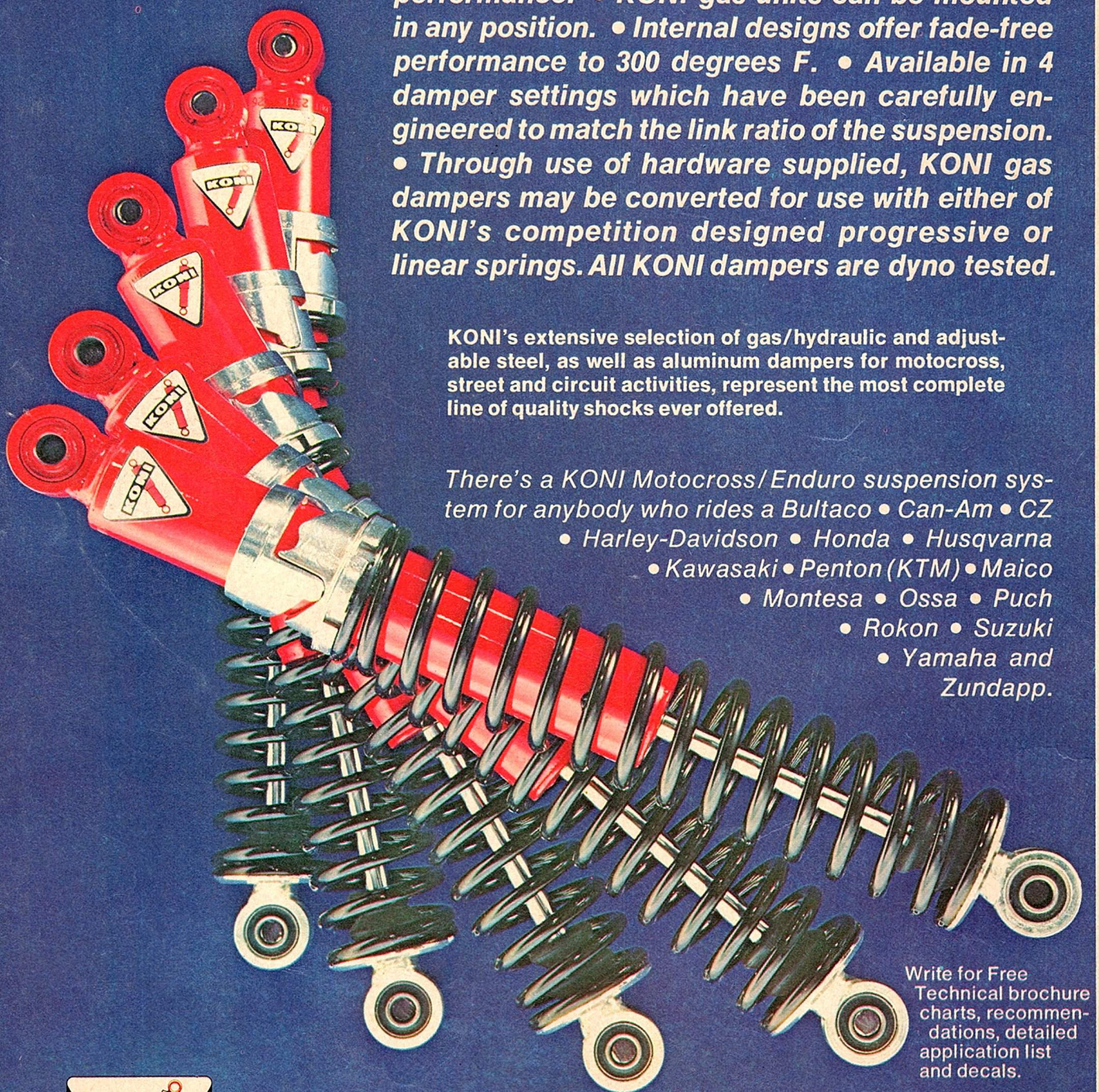

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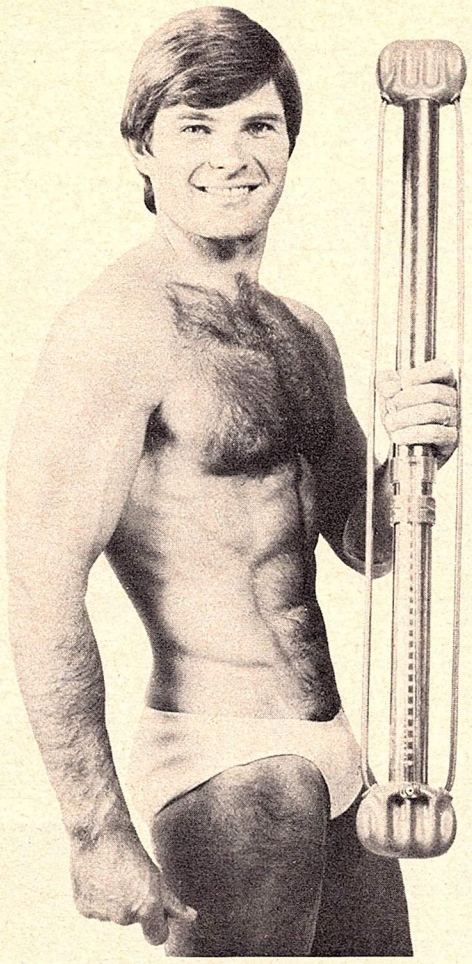

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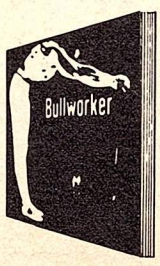

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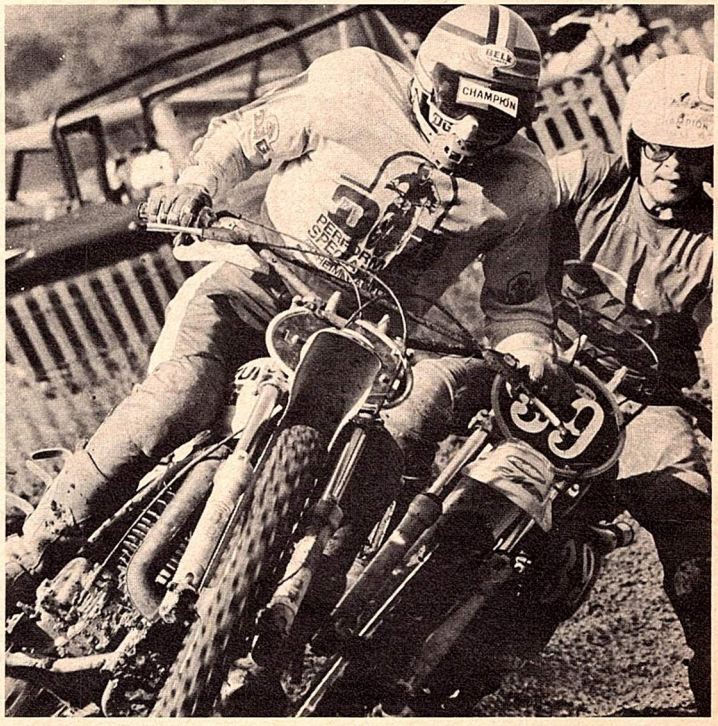
August 10, 1976 CYCLE

'Hurricane' Hannah breezes on, Marty

BOB HANNAH . . . Now *Number One in the Nation* riding for the Yamaha International factory race team, got his start with DG as his first sponsor. This page from Aug. 10, '76, *Cycle News* shows him taking the AMA 125 National MX. Look closely and you can see he still sports a DG patch on his jersey. We at DG are proud to have helped Bob along the track to *El Numero Uno!*

BROC GLOVER . . . wasn't even old enough to run in the first 125 National at Hangtown (He turned 16 a week later); but, he went on to become the season's *Top Privateer.* His DG-prepared Honda ran the circuit with no DNF's. Broc now rides for the Yamaha international factory race team.

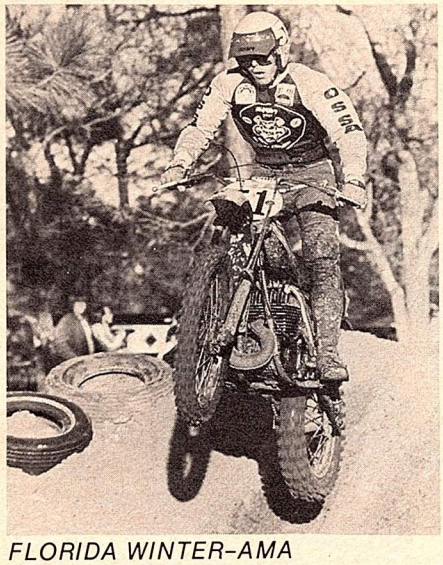
DAVE TAYLOR . . . known in Southern California as Dave "DG" Taylor, is the winningest rider in the So-Cal area. He is up-and-coming for '77.



MIKE BELL . . . races everything from 125's to 400 four-strokers. An extremely good rider with many important wins to his credit, such as the Mammoth Mountain Motocross (Open Class) and the Night Nationals (Open Class). Watch Mike in '77.

BULTACO 250

HUSKY CR 390



FLORIDA WINTER-AMA

PAT RICHTER

MOTOCROSS ACTION MAGAZINE

JUNE 1977

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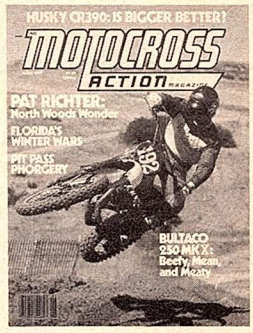

COVER: Rich Eierstedt took time out from the Nationals to test ride the new Bultaco 250. This is a reverse cross-up in the inverted table-top position. Photo by Jody Weisel.

NEXT ISSUE ON SALE JUNE 9

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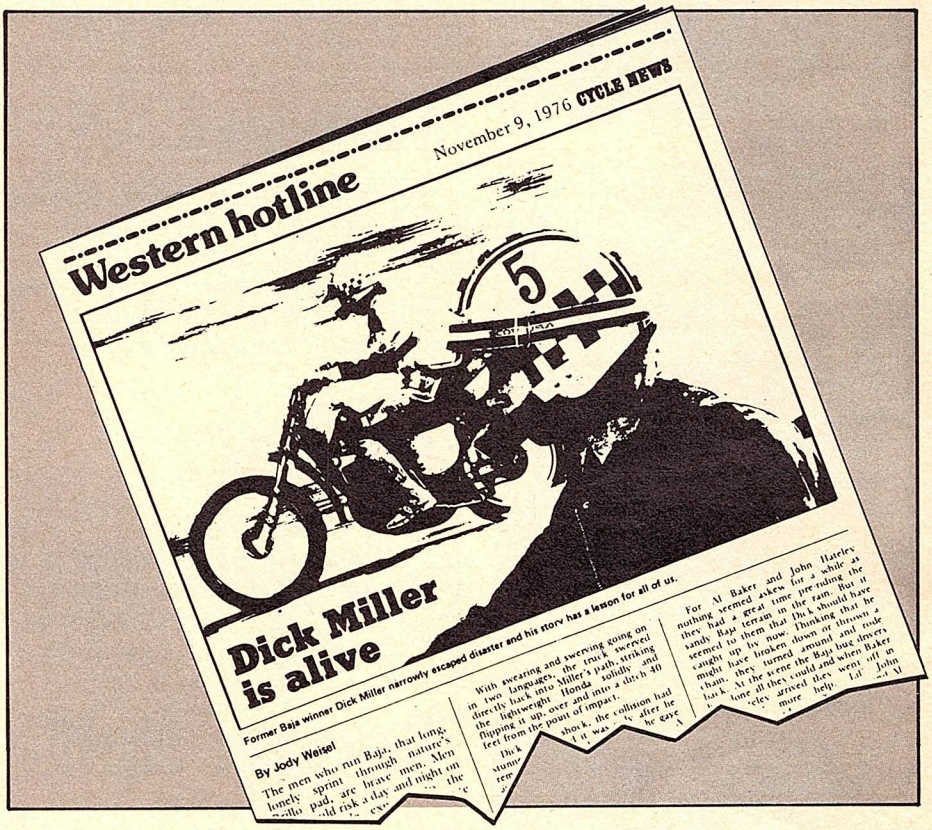
On The Mainjet

By Dick Miller

☐ *Last month's Mainjet told the first half of my nearly fatal Baja trip. I was pre-running the course of the Baja 1000 with Al Baker and John Hately Jr. and we had traveled about 70 to 80 miles into the scrub pine forests of the mountains southeast of Ensenada, B.C. Shortly after rounding a curve on the twisty dirt road I was hit by a speeding one-ton truck piloted by three very drunk Mexicans . . . on purpose! Since Al and John were in front of me they had no idea of what had transpired, and within minutes were long gone. The impact almost severed my right leg a few inches above the knee. For reasons that only they know and have to live with, the three Mexicans left me there to die.*

When I left off last month, I had been discovered by a lone motorcycle rider, Gary Drean of C&J Frames, about 40 minutes after the accident. After lending what little assistance was possible, he set off on a mission, according to my wishes, to try to procure a helicopter. He faced a two-hour ride back to some sort of civilization and it was already three o'clock in the afternoon. As the sound of his four stroke faded into the distance, I knew my chances weren't good!



Western hotline

November 9, 1976 CYCLE NEWS

Dick Miller is alive

Former Baja winner Dick Miller narrowly escaped disaster and his story has a lesson for all of us.

By Jody Weisel

The men who run Baja, that long, lonely sprint through nature's [illegible] pad, are brave men. Men [illegible] risk a day and night on [illegible]

With swearing and swerving going on in two languages, the truck swerved directly back into Miller's path, striking the lightweight Honda solidly and flipping it up, over and into a ditch 40 feet from the point of impact.

[illegible] shock, the collision had [illegible] after he gave [illegible]

For Al Baker and John Hately nothing seemed askew for a while as they had a great time pre-riding the sandy Baja terrain in the rain. But it seemed to them that they should have caught up to Miller now. Thinking that he might have broken down or thrown a chain, they turned around and rode back. At the scene the Baja bug drivers [illegible] they could and when Baker [illegible] there went off in [illegible] John [illegible] Al

EDITOR'S NOTE: In order to allow Dick Miller to release the pent-up fury of his long-idle typing fingers, Baz has kindly consented to allow "On the Mainjet" to run over into the space normally reserved for the "Box." With this knowledge firmly implanted in his brain, Baz headed for the mountains of Northern California and Miller attempted to write the long-awaited great American novel.

As I lay on the side of the road with my head resting on the raised dirt berm and the rolled-up Levi's Gary had left me, I became more conscious of the pain in my leg. My mind had been taken off of it when Gary had ridden up, and now that he was gone it started to overwhelm me again. I tried every kind of mental trick I knew, but I couldn't escape the tremendous hurt I was feeling. I'd always felt that my threshold of

pain was reasonably high, but this was past being reasonable. Time was going by so slowly that the seconds seemed like minutes and the reality of my situation was making it difficult to pass the time. The overwhelming thought in my mind was of losing my leg. I kept trying to tell myself that it wasn't as bad as it appeared, but I knew better. I knew I was going to need some kind of a miracle to come out of this in one piece.

It had been about 40 minutes since Gary had left when the intermittent rain started to seep through the sweater that was protecting the exposed part of my face, The rain was very cold and varied in intensity as the storm hovered a few hundred feet above me. At times it seemed even closer when the cracks of lightning and thunder would shake the ground I was lying on. I kept trying to figure out how far Gary was at different points in time, and then I wondered if Al and John would stop before getting to Rancho Nuevo, the point where we had planned to gas, to see if I was behind them. Another 15 minutes passed when I heard the faint sound of an engine in the distance. It was hard to tell from what direction it was coming or what kind of vehicle it was because of the mountains and the noise of the storm. Several minutes later I realized it was coming from the direction of Ensenada and that it was some kind of buggy or car. I could hear it slow as it started into the curve a hundred feet from where I lay and then stop where my crunched bike was lying on the side of the road.

Seconds later two guys were asking me if I was allright. I couldn't see them too well since I was lying on my side and didn't want to move. They told me that they had met Gary about 40 miles back and he had told them what happened and asked if they would look after me. They had a car entered in the upcoming race and were pre-running the course in a Baja bug. I told them that there wasn't much they could do to help me, but they said that they would stay until help arrived. One of them moved the car into the apex of the curve to keep any more vehicles from coming close to where I was lying. They then took out their sleeping bags and, after unzippering them, covered me. It wasn't long before the rain started to come down harder. They then took off their jackets and draped them over the sleeping bags to keep the water from soaking through and getting me wet. It must have been terribly cold for them to stand there in the rain with no protection. In a short time the water started to puddle under me as the ground became saturated. After a while it let up and my human umbrellas sought some warmth and comfort in their car.

About an hour and a half went by and the hard ground was numbing my whole left side. I wanted to move in the worst way, but I didn't dare. I had now been lying in the same position for close to three and a half hours and was praying for some kind of relief from my misery. It was getting late and would be dark in another hour or so, and the situation was becoming critical. As the alternatives were going through my mind I heard the sound of motorcycles coming, and one was definitely a four-stroke. It had to be Al and John. They came within a few feet of where I was lying as they slid to a halt. One of the guys in the car asked

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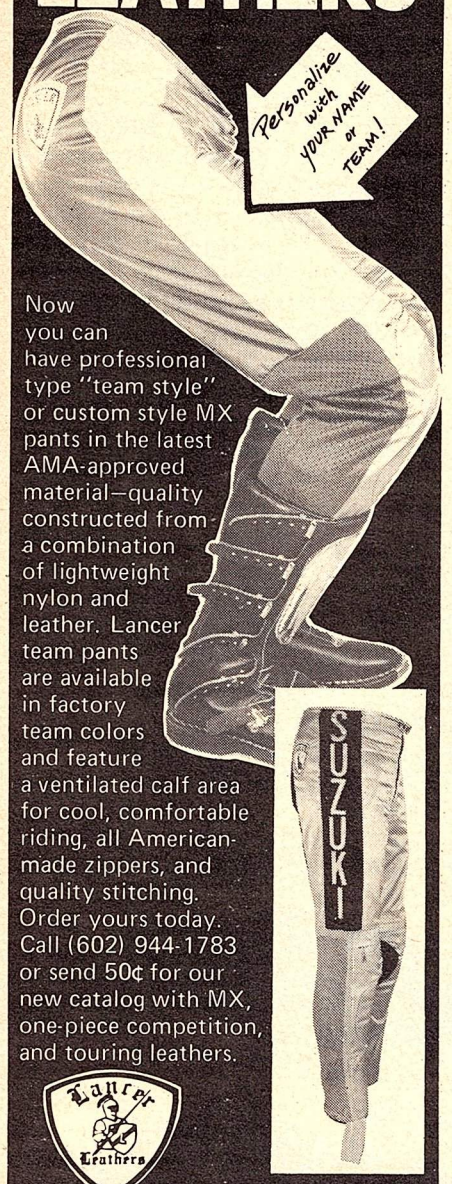

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Circle Number 1 on pg. 73.

a rider if he was Al Baker, and before he could answer my voice called to him from beneath the sleeping bags that were completely covering me.

When Al and John rode up all they could see was the crumpled little Honda and someone completely covered 40 feet away from it. It looked bad. Al said later that when he heard my voice it startled him, since he was sure I was dead. Al talked to my two protectors for a few minutes and then told them he would watch after me. They came over to say good-bye and I thanked them for their help. Al said he would get their gear back to them at a later date. They replied that they weren't worried about it and asked if there was anything else they could do since they were going back to Ensenada. Al told them to come back if they could find some whiskey or something to help my pain, but other than that there wasn't much else they could do.

Al checked me over and I showed him the wound, which had the splintered bone sticking out again. I told him about Gary and he felt that there wasn't much hope for a chopper. He sent John after Ray Hunold, who was driving Al's van and was pitting all of us. After I hadn't showed at Rancho Nuevo they decided against going on and told Ray to take the van back to Ojos Negros while they backtracked looking for me. It would take John about an hour to get to Ray and another hour or so to get the van back to where I was. (Later I learned that John hit a car on the way and tore off a footpeg, but luckily wasn't hurt.) Al started to build a fire because it soon would be dark. The temperature was already dropping. It was trying to snow instead of rain and some hail fell for a while.

It wasn't long before Al had a healthy fire going using bike gas to help ignite the wet wood. He kept trying to reassure me that he would get me out of there and that the van would be coming soon. I didn't say anything, but the thought of my riding in the back of a van over the same road frightened me. I didn't know if I could take the jarring of such a ride, because I could barely stand the pain as it was and I wasn't moving.

As Al worked to keep the fire going I thought I heard the sound of another car in the distance, but it would fade away and I'd hear nothing but the thunder and rumbling in the clouds above. Several minutes passed and then I heard the unmistakable sound of a helicopter in the distance. A feeling of relief and excitement hit me at the same time. Al couldn't believe it! He started yelling and saying I was saved and I was the luckiest s.o.b. in the world and how did Gary do it . . . but then his voice started to panic as the chopper flew past us. He started jumping up and down waving to them while telling me that they didn't see us. I told him to put some wet wood on the fire to create smoke, but before he could do anything the chopper had turned around and was heading back. Al then realized that they were looking for a place to land and had seen us after all. He threw some gas on the fire just to make sure, and I could feel the flare of warmth even through the sleeping bags. Since I couldn't see what was going on, Al was describing what they were doing. He said it looked like they were landing about a third of a mile up the road, and told me he was going to ride his bike up to meet them.

Minutes later Al's four-stroke Honda pulled up to within a few feet of where I lay and his passenger got off. He then headed back to the chopper for another. I felt someone tap me on the shoulder and pull back the sleeping bags from over me. I looked up into the smiling face of a guy who was asking me if I knew who he was. I replied no, and he said he was a Navy medic. His name was Doc Splinter and I wasn't to worry about anything because I'd be out of there and to a hospital in a very short time. He took his scissors and cut the sleeve of my Belstaff jacket up the shoulder as he was asking me to tell him where I hurt and what had happened. While I was explaining he was taking my pulse and blood pressure readings. By this time Al had unloaded another medic. Doc Splinter told him to get an intravenous into my arm since I was dehydrated from being there so long. I asked if he had anything for pain and he said he didn't. I'm still not sure if he actually didn't have anything for pain or was just telling me that because he had a good reason not to. In any event, his mood was so positive and determined that it didn't seem to matter that much now and I figured I could stand it awhile longer. As he worked

on me he told me that this was one time that Uncle Sam was paying the bill and it wouldn't cost me a nickel. At the time this was the least of my worries, but I appreciated all the help I could get.

The helicopter was a Coast Guard air rescue unit and carried a crew of three or four including Doc Splinter, who was a Navy Trauma medic. He was visiting the Coast Guard guys when the call came through and decided to go along for the ride and lend what assistance he could. What I didn't know until later was that they were there without the full blessings of the Mexican government. It seems that when Gary got his emergency call through to the Coast Guard in San Diego, they had to clear the rescue flight into Mexico with the Mexican authorities. A call to Ensenada by radio didn't give them the clearance needed, and they were told to call Mexico City. Mexico City responded that it would be a few hours before they could get an authorization. Upon hearing this, the Coast Guard officer stated that an American citizen had been run down and critically injured by three Mexicans and left to die, so they were going to use their diplomatic immunity and go into Mexico after him, and any further communication could be done in flight. They then flew to the Ensenada airstrip where they were to meet Gary. When the CG rescue chopper landed at Ensenada Gary went out to meet it and was stopped by a Mexican airport guard with a machine gun. Gary was motioned to talk to the chopper on the mobile phone. Instead, Gary ran to the chopper. One of the Coast Guard crew was ordered to report to the tower and then finally they were released to go.

Ensenada was socked in by the storm so the chopper, commanded by a Lt. Addison, decided to go up through the layer of storm clouds and then look for a hole to get underneath again once they were over the mountains near Ojos Negros. They found the hole in the cloud cover just as planned and then followed the road till they reached the accident site.

With the crew and Gary now out of the chopper and standing over me, Doc Splinter asked Lt. Addison if he could do a hover lift using the winch to lift me into the chopper, instead of their having to carry me the third of a mile to the aircraft. Lt. Addison said

Continued on page 66

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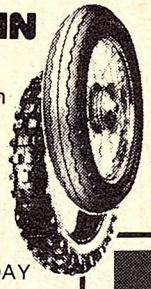

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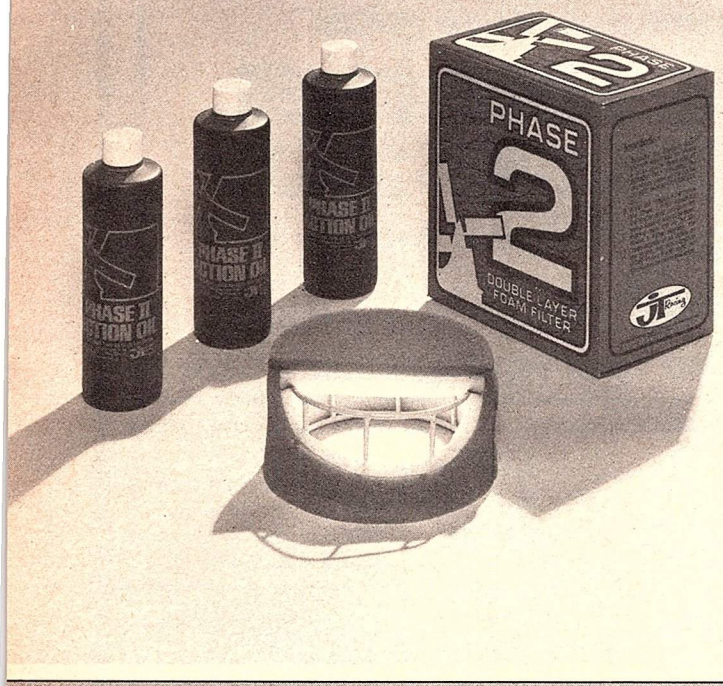

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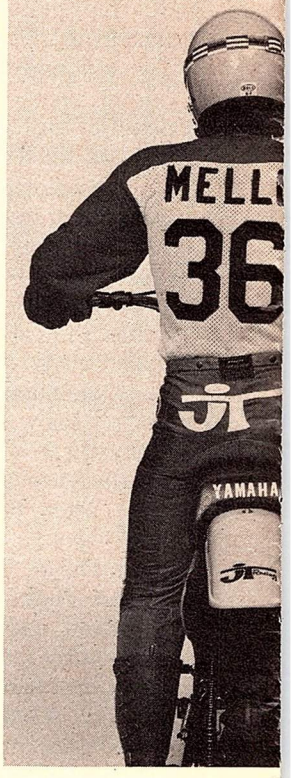

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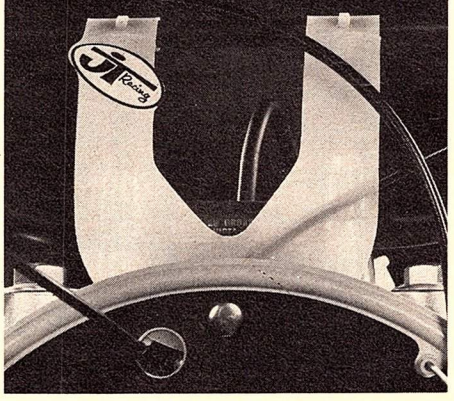

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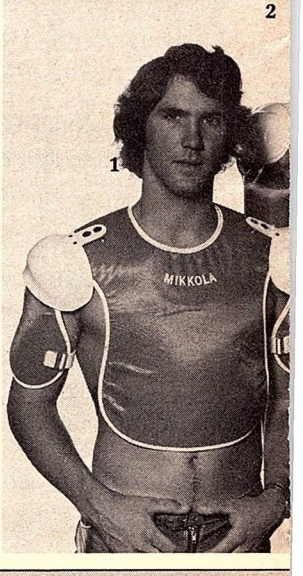

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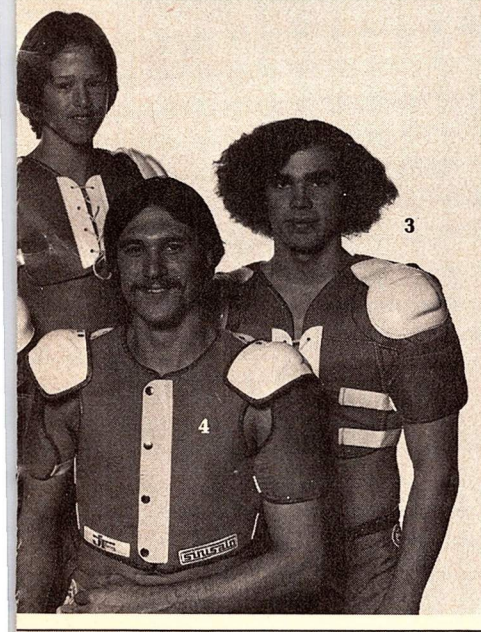

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- Team DG, Husky — Blue/Yellow Stripe
- Team Bultaco — Black, Red/Yellow Stripe. $94.95
- Team Honda — Red/Blue/White Honda Letters. $123.95

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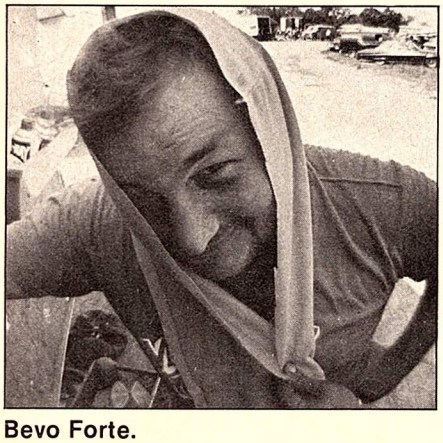
Dirt

By Holbert Holquist

FLYING MACHINE GUNS

The Flying Machine Factory (FMF) has announced their National MX Team for the 1977 National season. Pennsylvania's John Savitski and Californians Gary Ogden and Ron Turner will be flying the Flying Machine's colors. These three guys are always good for a free stickie.



Bevo Forte.

John Savitski's mechanic is Bevo "Rent-A-Wrench" Forte. Bevo had the dubious honor of wrenching for Marty Tripes at the Mechanics' World Mini Grand Prix in 1975 when Bevo's 250cc Pursang-motored mini walked off with all the marbles. Since that moment Bevo has shown utter disdain for all mini-bikes that don't have at least a Kawasaki triple or Honda four wedged in them.

* * * *

CHERRY PICKERS UNIONIZED

The AMA announced that riders holding National numbers in the top 20 will not be allowed to ride in the Support class at any National in 1977. This is the first attempt by the Professional Motocross Department to stop the sometimes flagrant abuse of the Support class. The purse structure will also be changed to pay more money to moto winners than to overall winners. The purpose behind this change is to allow the privateer a better chance at making decent money without the benefit of super-reliable factory support. That type of support normally means no DNFs and thus high overall placings.

Bob Hannah used to be a bicycle MX racer as he demonstrates here with a flawless jump over five mechanics with no ramp. The mechanics, by the way, are all Suzuki mechanics. The guy on the end is Suzuki Team rider Jeff Jennings. Where are the Yamaha mechanics?

Photographs By Jim Gianatsis

TRANS-AMAS CANCELED

In a surprising move the AMA Professional Motocross Office announced that the Saddleback Trans-AMA in California and the Phoenix Trans-AMA in Arizona have been canceled. Also canceled was the recently scheduled 125 National at Phoenix. The Phoenix track has been the site of several Nationals and a Trans-AMA, but disgruntled riders complained about the track surface. The Phoenix International Raceway course was the worst track on the circuit because of its coarse, rocky desert soil. The promoters did not feel that they could meet the AMA's requested track improvements.

The 1977 Trans-AMA series will be only eight races long. It begins September 25 at Lexington, Ohio, and then follows this circuit: October 2--Axton, Virginia, October 9—Unadilla, New York, October 16—Red Bud, Michigan, October 23— St. Peters, Missouri, October 30—Dallas, Texas, November 6—Puyallup, Washington, and finally November 20—Sears Point, California.

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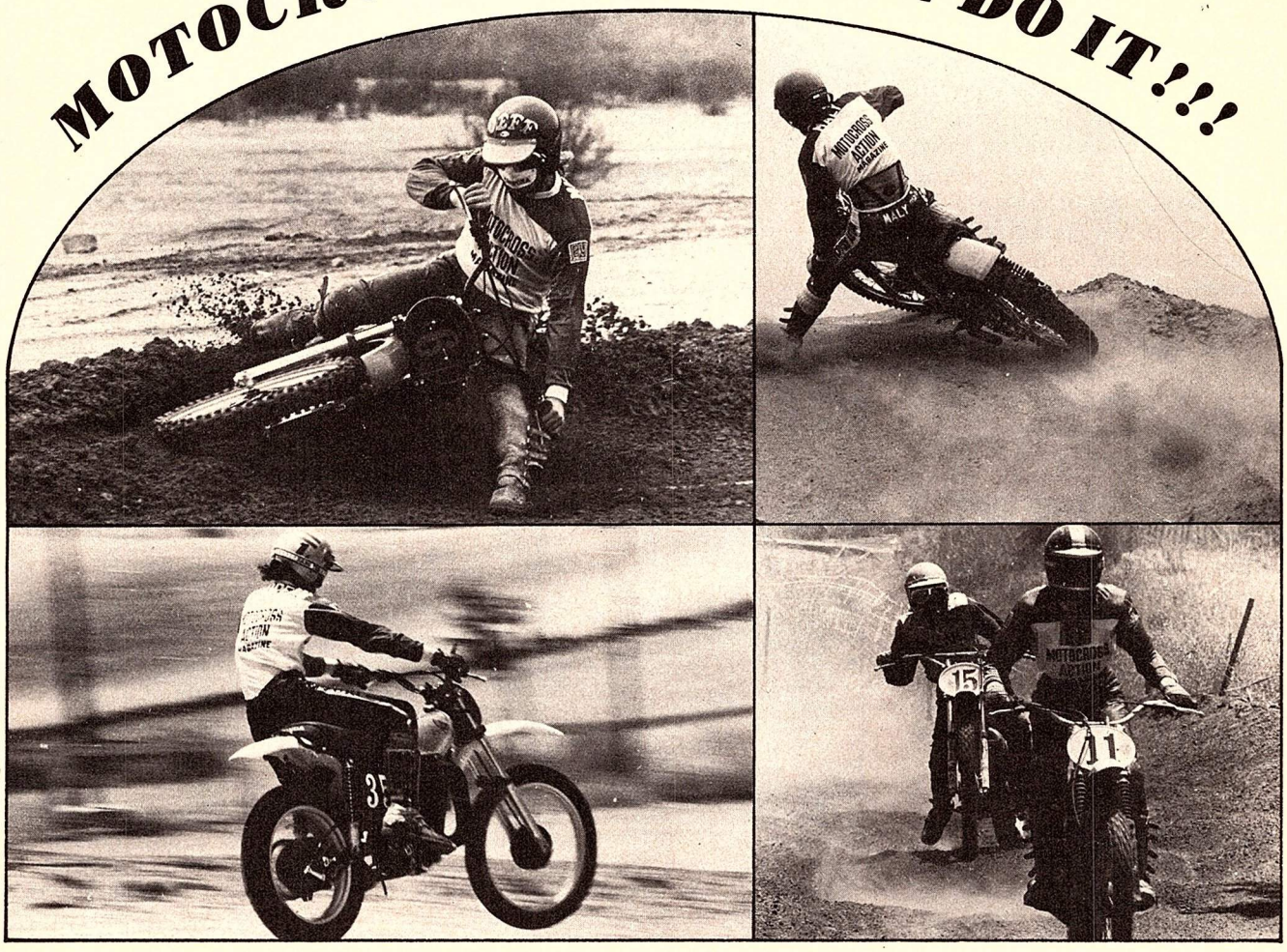

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MX5-6

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Dirt

COMMANDER HURT

Jim Felts, mechanic to Yamaha's latest 125 sensation Broc Glover, made his first trip back on the big-time motocross circuit in several years lately. Felts, former mechanic to Jimmy Weinert and Steve Wise at Kawasaki, only lasted about three days. Felts and Glover were jetting out two bikes in a big field before the opening round of the Florida Winter-Series and proceeded to drive into a large, cavernous ditch. Felts crashed and injured his back, Glover didn't. That's why Glover rides and Felts wrenches. Jim "Commander" Felts will be out of action for two months with some cracked vertebrae.

* * * *

IT MUST BE CONTAGIOUS

The young motocross corps of America is coming of age. To go along with Billy Grossi's announced nuptials, Rocket Rex Staten and Kent Howerton tied the knots recently. Seems like whatever DeCoster does, the Americans follow, but again we are a couple of years behind. Good luck till dirt do you part.

* * * *

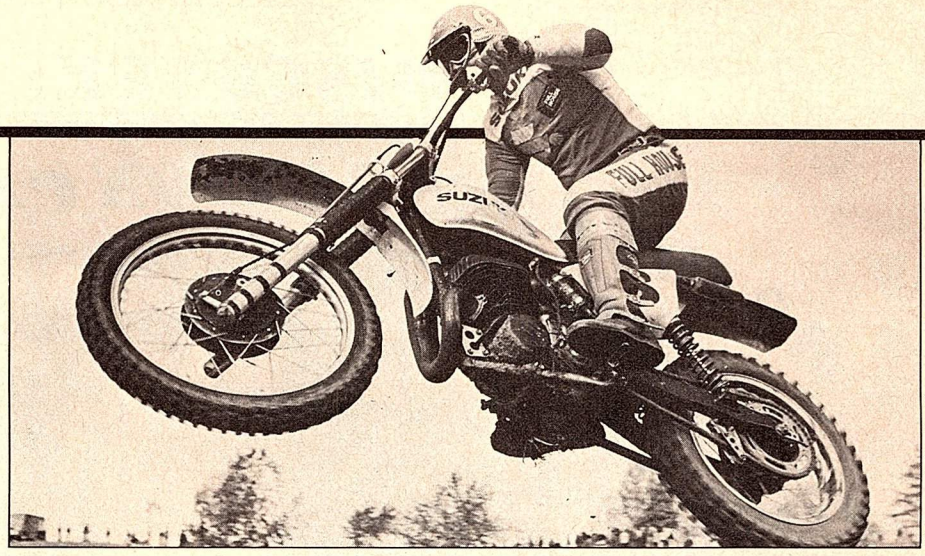
TROPHEE DES NATIONS SELECTION

AMA Professional Motocross Manager Mike DiPrete has announced the 1977 Motocross and Trophee des Nations team. Selected to represent America in the annual 250 and 500 international team competitions, Tony DiStefano, Jimmy Weinert, Kent Howerton and Gary Semics will don the stars and stripes and defend our honor.

* * * *

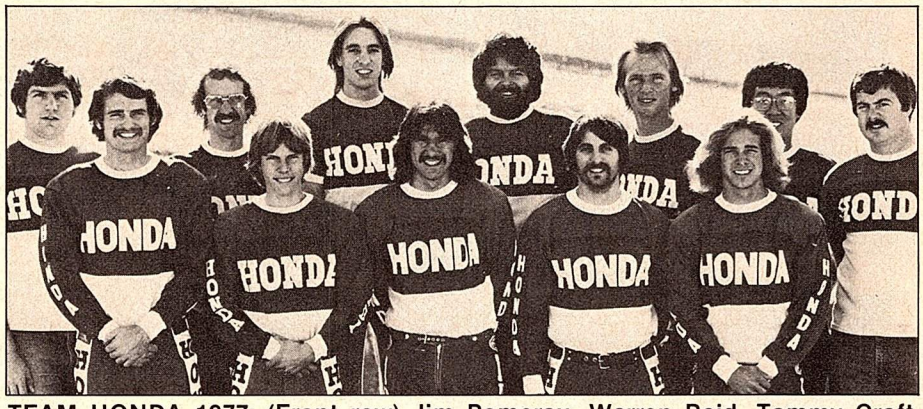
AMERICAN MX FINALS MOVED UP

The American Motocross Finals in Anaheim Stadium have traditionally been the last race of the season, but with the changing Trans-AMA schedule this has changed also. Anaheim Stadium is scheduled for November 12 between the Puyallup and Sears Point Trans-AMAs. Could be a bunch of Europeans will get a taste of American stadium racing while they're in town. Unfortunately Anaheim is a 250cc race and the Trans-AMA series is a 500cc class.



Photograph By Jim Gianatsis

CHER BONO AWARD RECIPIENT: Tony DiStefano receives the first annual Cher Bono Allman award for innovative dressing. Tony D. has a different colored outfit for each series and they are all totally different from what anyone else is wearing. He isn't the flashiest rider, but he is the flashiest dresser.



TEAM HONDA 1977: (Front row) Jim Pomeroy, Warren Reid, Tommy Croft, Brad Lackey and Marty Smith. (Back row) Mechanics Merle Anderson, Jon Rosenstiel, Roy Turner, Steve Whitelock, Dave Arnold, Ron Murakami and Team Manager Terry Mulligan.

This is Miss Hang Ten/Bel-Ray. She is the official representative on the USGP at Carlsbad on June 19. Behind her is the desert, under her is an RM Suzuki and, if we're not mistaken, on her are Jody Weisel's Reuben "Hurricane" Carter replica silk boxing trunks. How did that happen?

WEINERT INJURED

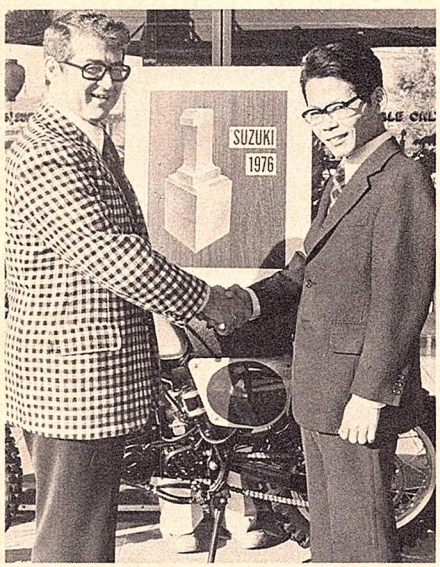
Jammin' Jimmy Weinert is wearing a cast on his arm from wrist to armpit thanks to representing the sport of motocross on ABC-Television's Super Stars competition. Jimmy, who qualified for the finals, scheduled to take place during the Florida Winter-Series, had been in training for several months. The unfortunate happened when Weinert threw his arm out during the softball throw. As it turns out, the muscle in his tricep went farther than the ball. Jimmy will be sitting on the sidelines for a couple of weeks, but is expected back in action by Super Series time (motocross Super Series, that is),

* * * *

RAT ON, BROTHER

Hodaka is selling their 100cc Super Rat motocross bikes for the unbelievably low price of $399. Following our Hottest Hundreds project from last month, it figures to be a good deal for a brand-new MXer.

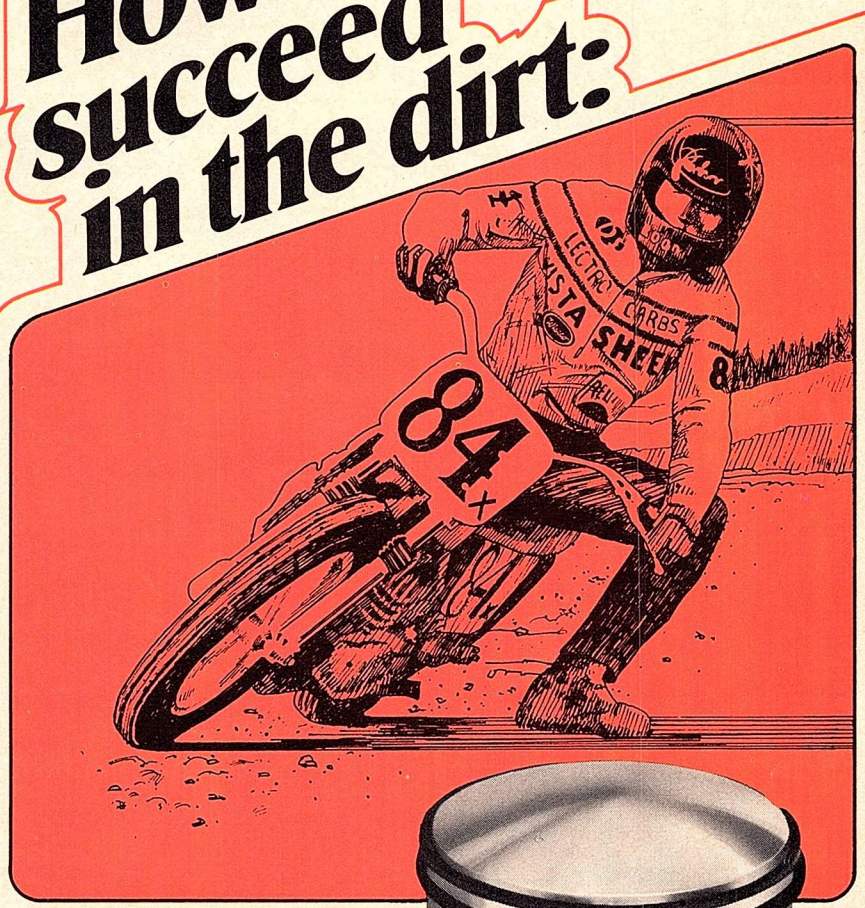
* * * *



FULL HOUSE MANUFACTURERS AWARD

Suzuki was awarded the first annual Full House Manufacturers Award for Motocross Excellence by Full House prez Carmen DeLeone. The award goes to the manufacturer who has the highest overall points total in AMA National Championship competition. The travelling award will be housed in the U.S. Suzuki offices of Mr. T. Shigenoya until its 1977 presentation.

How to succeed in the dirt:



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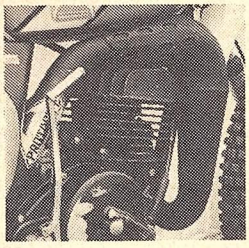

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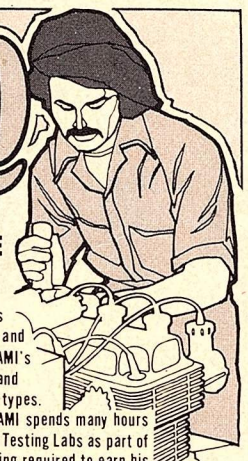

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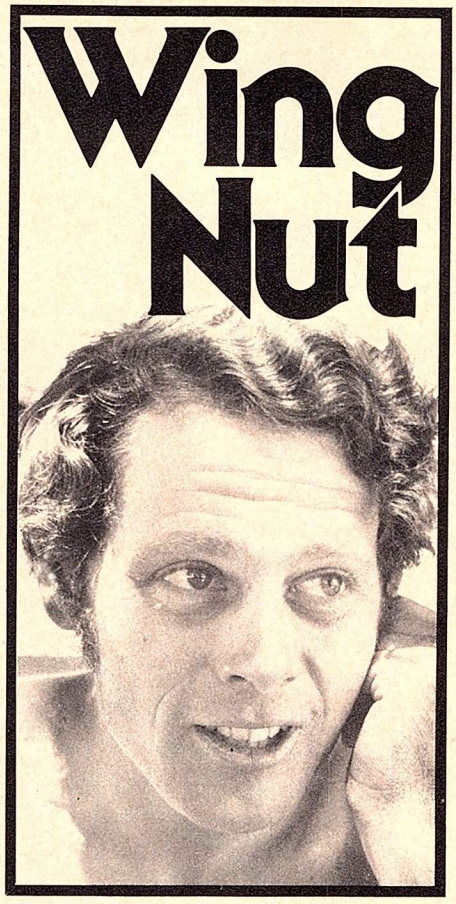
Wing Nut



By Al Baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

RM MAINTENANCE

Are there any tapered roller bearings available for the RM250 steering head and swingarm pivot?

What do you think about the new Barum triangular profile knobby for the front and the Goodyear Eagle MX II for the rear of the RM250—hard-packed tracks and good-traction tracks, not much mud?

What would be a good silencer for the RM250 pipe? I want more quiet, better power, and not much weight.

Finally, with a floating rear brake conversion, after extending the stay arm to the rear frame member, is it advisable to install a bushing in the backing plate to avoid excessive wear with the axle?

Bill Erker
St. Louis, Missouri

At this date we've been unable to locate any tapered steering head bearings for any RMs. I feel the reason is that the Japanese machine their steering stems and frame to fit inexpensive ball bearings and race combinations in a metric size. The American-sized tapered bearings I've seen don't come close. The metric tapered bearings are extremely hard to come by, let alone finding the proper size. If you keep your stock bearings clean and greased, I don't see any reason for switching to tapered bearings except for being trick. On the other hand, I've found it nearly impossible to keep my RM swingarm pivot bearings from wearing. We've finally found great success in the super space-age Teflon replacement swingarm bushings found at most dealers. I've used the tire combination you've mentioned on hard, padded tracks. I don't have any complaints about either. Both worked and wore well. If I had my choice I think I'd still choose the Metzeler combination front and rear for any track surface.

When it comes to silencing any two-stroke, Skyway silencers have worked extremely well for me. It will do everything you've asked for and is available for all RMs. If you're installing a floating rear brake arm on any bike, the rear backing plate has to float when the axle is tight or you don't have a floating rear brake. A sealed and lubed bushing is mandatory. I've found nothing but maintenance problems with a floater brake. Suzuki found the same and eventually stopped installing them on their production RMs.

500-MILE BREAK-IN?

I just bought a Yamaha DT100-D. The manual says the break-in period lasts to 500 miles. Why is it that my RM250 only takes a half-hour or 50 miles to be broken in?

What would the gas-to oil mix be for Golden Spectro?

Dennis Horrigan
Ontario, California

All enduro and street bikes I know of require a 500-mile break-in period. I'm sure that's to protect their warranty program. Golden Spectro oil is great stuff if you can find it. Mixing ratios should be between 32 and 40 to one after the break-in period.

DER CIRCUIT SCHOOL

Your magazines have been most useful in my three years of racing. I have quite a few of them, and they have been a good investment.

I would appreciate it if you would advise me of a motocross school for advanced riders. I am currently 1976

Champion here in B.C. and #5 in Canada in the 125cc senior class (Honda), I'm 17 years old, and anxious to go further. I would appreicate anything you can do for me.

Tim Krogh
N. Vancouver, B.C.

If you're B.C.'s number one 125 senior rider, I believe you're at the point now where you should highly consider Der Circuit School. Der Circuit starts at the first AMA National and ends with the last. Your own self-starting motivation will prepare you mentally and physically for further learning and achievement.

KXs BECOME HISTORY

Please help me, you guys are the only ones left. I am a Kawasaki 100cc rider, and I race 100cc Junior. The bike is pretty quick considering all the work I put into it. But I think it's about time I moved up to a bigger and faster bike. Being a Kawasaki rider, I would like to stick with my present brand. I was wondering if Kawasaki is coming out with a trick new '77 KX125, and if so, when? I would appreciate your response.

Scott Richarson
Los Angeles, California

I hate to disillusion you, but Kawasaki has discontinued their production of all motocross machines. Unless you plan to stay in the stone age, you're going to have to switch brands to stay competitive.

TM125 SPRINGS

I want to know where I can get a good pair of fork springs for my TM125 (1974), I have Number One Products' fork kit and extender and I am running Bel-Ray fork oil. Who can I get some good fork springs from that work good, and are long enough so that I don't have to use the spacer at the top that comes stock? Also, how much will these cost?

Tim Campbell
Waukesha, Wisconsin

Replacement fork springs for the TM125 Suzuki are made by S&W Engineered Products and are available through any franchised dealer. Part #SP125HE is a lifetime-guaranteed progressive spring that costs $11.95 a pair.

CONTACTS OR GLASSES?

I ride motocross and wear contact lenses. This causes a problem in that if my goggles do not fit well or filter out all the dust, the lenses can float off-center in my eye. This does not happen very often, but even once or twice during a season can really take the humor out of racing. The tracks in Minnesota get dusty to the point where radar would often be useful. I have tried several different types of goggles and have found that Scott goggles provide the best fit and dust protection. I also own a pair of Uvex goggles that I wear over glasses. These are nice, but as anyone who wears contact lenses can tell you, vision is much better with contacts than glasses.

What do any of the pros with vision problems do? I believe Gerrit Wolsink wears contact lenses. What does he use for eye protection on dusty tracks? Is there any way I can modify my Scott goggles to improve dust filtering, or is there a better goggle available? Any advice you could give me on this problem would really make next season more enjoyable.

Lanny Jass
Odin, Minnesota

I've questioned Gunnar Lindstrom about his handicap and whether he uses contact lenses or glasses. Don't feel out of place wearing glasses, because his are like Coke bottle bottoms and he still gasses it, probably because he cannot see all the bad stuff he's hitting. Gunnar, along with other riders I've questioned, likes the new soft contact lenses for most riding purposes, although they've mentioned that dust is a bothersome factor. Glasses, on the other hand, are a must in wet or muddy conditions. Picture contacts with an eye full of mud. For yourself, I would suggest using the soft contacts for most racing purposes, along with a little anti-dust trick I've discovered with the Scotts. As most riders know, Armor-All is a great dust and fog preventative for the goggle lenses. I've been experimenting with applying a generous amount of baby oil to the foam filters that cover the breather vents on the Scotts relating to the same principle as your engine's oil filter. I'd imagine this air filtering effect would also work on other brands. I've found this idea to be very effective in dense desert dust, so it should also work great for motocross. My eyes stay clean, the dust stays out, and my face is nice and soft after I ride so Leslie likes it too.

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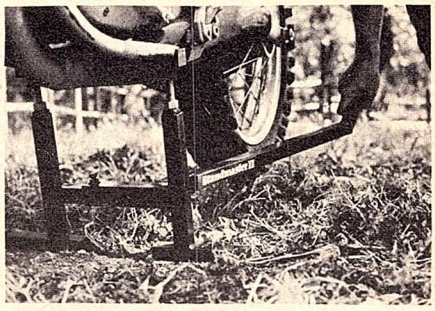

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Circle Number 7 on pg. 73

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Circle Number 9 on pg. 73

Mail Entries

ROGER'S RECENT RETINUE

Dear MXA:

I don't really expect you to look it up, but is Roger DeCoster any relation to the author of "Till Eulenspiel"?

W.H. Thaxton
Smithville, Tennessee

Dear MXA:

At Unadilla this year Roger DeCoster shook my hand and stole my pen. Does that mean I'll go faster?

Mick Giroux
Utica, New York

No, but your pen will.

MOTOCROSS SCHOOLING

Dear MXA:

After reading "On the Mainjet" in your April issue I'd like to ask Jody Weisel if he's ever been to the Suzuki School of Motocross. I attended it and thought it was great. Where do you get off calling Mark Blackwell and A.C. Bakken flounders and squids?

Dan Konieczny
Lake Havasu, Arizona

(I normally get off at the bottom of the downhills.)

TRIALING OUR PATIENCE

Dear MXA:

I think your magazine is great! You're the only one without the ISDT, BMX and trials junk. Keep up the good work.

Tony Caruso
Rodeville, California

Dear MXA:

Here is a neat MX poem.

I sdt
you sdt
we sdt
for ISDT.

Dave Wilsey
Bellflower, California

(Please forward to ISDT Action Magazine.)

Dear MXA:

It may take knobby balls to race motocross, but it takes balanced balls to ride trials.

The Phantom Plonkateer
Somewhere on the East Coast

MYERSCOUGH MISTAKE

Dear MXA:

In your December issue you had an article on the Myerscough Machines YZ80 Yamaha. It tells about a very trick YZ80; however, there is no address on how to get in touch with them.

Jack McPeak
Black River Falls, Michigan

(The address is — Myerscough Machines, 12143 So. Studebaker Rd., Norwalk, California; (213) 864-5214.)

HANDLEBAR MEASUREMENTS

Dear MXA:

In your February issue I read your article on how to figure out a correct

Continued on page 65

THE ULTIMATE SHOCK ABSORBER

There are 2 things you look for (performance wise) in a shock absorber; Getting the power to the ground, and making the bike handle smoothly. Bolt on a set of the all new **GAS PRESSURIZED WORKS PERFORMANCE SHOCKS** and get the ultimate in performance. What makes **GAS PRESSURIZED WORKS PERFORMANCE SHOCKS** work so good? The secret is in the patented progressive valving system. With it, you get a smooth, super controlled ride over the roughest terrain.

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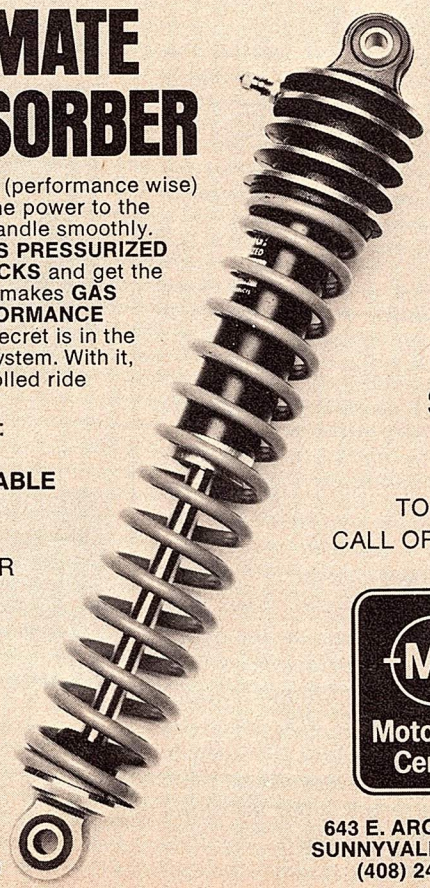

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Circle Number 8 on pg. 73

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PJ Harvey of PJ1 Lubricants Company.

Al Baker

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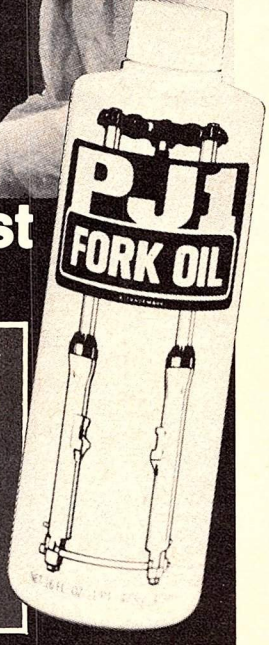

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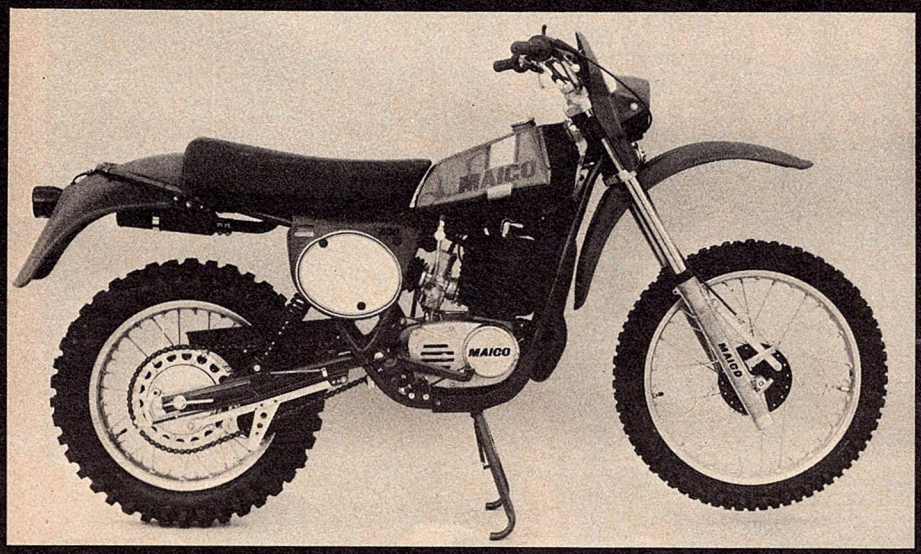
Tricks From The Trade

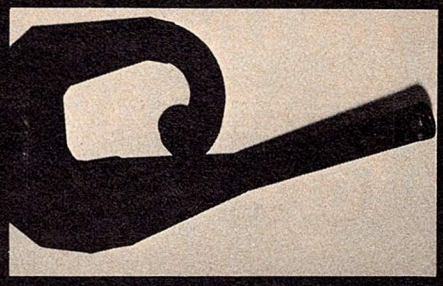


FOO-FOO MAICO

Hopefully, all the snow has melted by now, leaving the earth moist and soft. Young sprouts are pushing their way out of the tender soil, mountain creeks are overflowing with joy and the swallows have returned to Capistrano. It's time to forget your racing worries and head out to the woods to do a little trail riding. Maico has prepared the ultimate motocrosser for this use, and in April the bikes will be available and roosting on the fresh spring turf. Taking their basic AW race bike, the Germans slapped in a wide-ratio gearbox, added an up-pipe, enduro lights, skid plate, big 2.9-gallon tank, spart arrestor, speedometer, and lots of red paint. Find out why all 13 Maico WRs entered in the 1976 ISDT WFOed by writing to Maico West, Dept. MXA, 110 E. Santa Anita Ave., Burbank, California 91402.

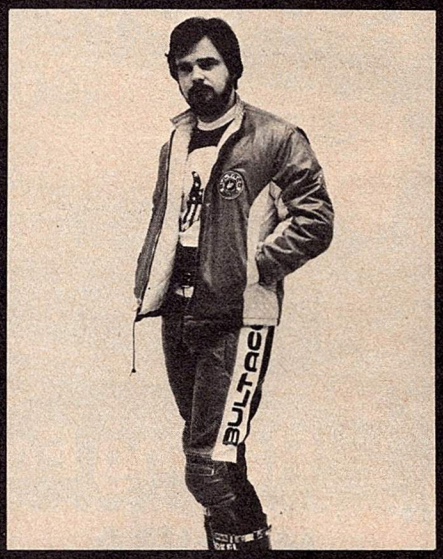
CANVAS GARAGE

Are you sick and tired of standing in the open while working on your bike at the races? Do your friends come over and drop Twinkie and Razzie crumbs into your open cases? The salvation to the pit-side mechanic is the new Stag Van Tent. The Stag tent comes complete with its own aluminum frame and does not depend on the van to hold it up. After a hard day at the races you can sleep in your own portable garage, unless you got sloppy with the pre-mix. For the inside scoop, send a letter off to Hirsch-Weis, Dept. MXA, 5203 S.E. Johnson Creek Blvd., Portland, Oregon 97206.



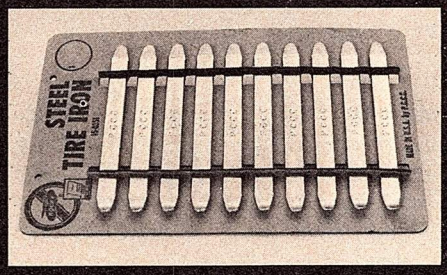
ANOTHER TWIST

Cycle Products West announces that the final production testing has been completed on the new Honda MR175 snail pipe. No more rubbing your leg on that harsh up-pipe. No more aroma of burning leather. This pipe promises more rpm and more low end for the reasonable price of $79.99. It is available for most other bikes excluding Vespa, Garelli and Motobecane. For more information on how to get the slug out of your machine with a snail, write to CPW, Dept. MXA, 11900 West Pico Blvd., West Los Angeles, California 90064.



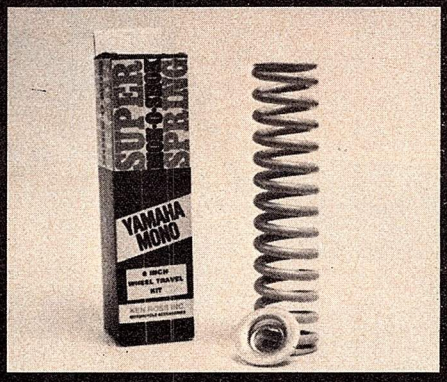
THE WET LOOK FROM SPAIN

Bultaco has begun to re-color-coordinate this season. The new factory colors are red and yellow, so the new team jacket must be red and yellow. The bright "wet look" red jacket is highlighted by yellow panels on the sides and a yellow lining. It is washable and comes in small, medium, large and extra-large. Your local Bultaco dealer is the only source. If you hurry you may be about to get the one Jim Pomeroy ordered. He won't be using it.



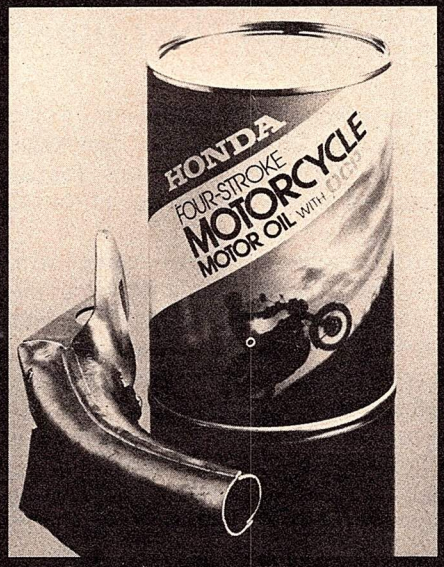
EMERGENCY EATING UTENSILS

Rocky Cycle keeps trying to convince people that these zinc-plated steel items are tire irons. This is ridiculous. How can something made out of steel be called iron? We think that this was an advertising mix-up and these items are multi-purpose eating utensils. Sort of a combination knife and spoon. If it turns out that they really are tire irons, then we had better be careful that we don't pinch our tongue. Go into your local shop and give the guy behind the counter a hard time about this steel/iron confusion. Tell him some other magazine sent you.



COLOR-COORDINATED MONO BOOSTER

Ken Ross builds springs in Texas for motocross bikes. Ken Ross likes the color yellow because all of his springs are yellow. If we see another yellow spring it will be too soon. Yamaha monos hide their springs under the gas tank, so it is OK to put a Ken Ross spring on your mono. The Ross Yamaha mono kit offers eight inches of travel through four separate compression ratings? 180, 195, 210 and 225. Pick the weight you like best and give Ken a call at (214) 442-3523. It is very lonely in Wylie, Texas, this time of year. He likes it even better if you write. Ken Ross Inc., Dept MXA, 703 Cooper Dr., Wylie, Texas 75098.

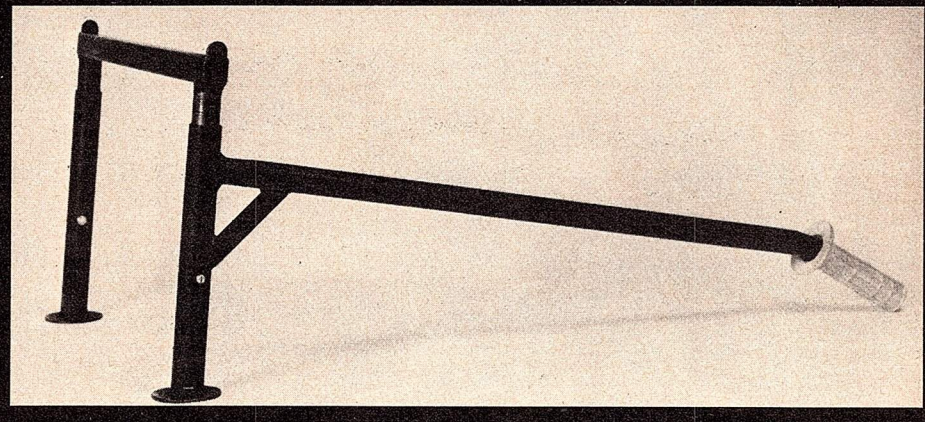


YOU MEET THE NICEST OILS

Honda is not satisfied to sell more motorcycles than any other company. Hiring Pomeroy and Lackey wasn't enough. The Kick'n'Go didn't fulfill their lust for power. Now Honda introduces a new line of four-stroke motor oil designed to meet the rigors of modern motorcycling. It is available in 10W-40 and 20W-50 grades. Go down to your nearest Yamaha dealer and ask him where to buy Honda four-stroke oil, or if you are the meek, lily-livered kind of guy, it is available at your local Honda emporium. Suggested retail is $1.25 per quart, but if you mention MXA they will charge tax.

BEAT THE HEAT

Years of finely honed practice have probably got you crashing with the best of them. If this is true, then the spiffy black paint on your engine cases is probably worn away like the sands of time. Don't spray-paint it with some leftover model airplane paint, or it will blister and peel when the engine gets hot. VHT flame-proof coating is the only way to go. It withstands temperatures up to 1200 degrees. It still can't take a really heavy endo, but what do you want? If you want to read a lot of technical jargon, write to the Sperex Corp., 16131 So. Maple Ave., Gardena, California 90248, and tell them MXA suggested it.



LEAN ON ME

Malcolm Smith designed this work stand so that it can fold up into a neat little package. It is also adjustable in height from 11 inches to 14¼ inches. If you promise not to mention it to anyone we will tell you a secret. If you buy this item from Malcolm he will foolishly throw in a Gold Medal handgrip on the handle. Take advantage of his foolishness immediately by writing to Malcolm Smith Racing Products, 888 Marlborough, Riverside, California 92507. Be sure to ask him how Steve and Mert are.

Simons Fork

Extending the outer limits

By Jody Weisel

How much would you pay for Roger DeCoster's bike? Realizing full well that most of Roger's machine can be duplicated with showroom and accessory parts, what you would actually be buying would be his suspension. Mickey Boone was willing to put up $2000 to get a chance to ride Bob Hannah's *works* 125. But his claim failed and the works bikes remain unassailable to mere mortals. Until now! Extending the fork travel on off-the-shelf production racers has reached fad proportions, and often this sort of millimeter wizardry results in highly flexbile, seal-blowing nine-inch-travel wonders. Marzocchi offered the first truly competitive long-travel fork, but it fits few bikes and has a set of wimpy fork legs.

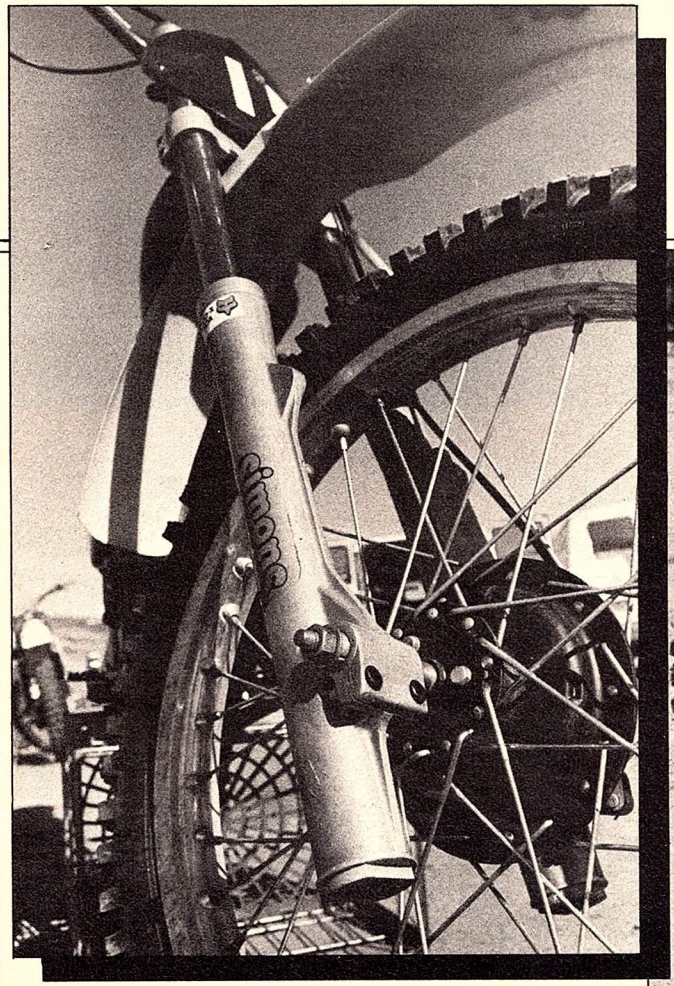
Enter Steve Simons. Perhaps you remember Simons as the man who designed the Grad Prix suspension for Brad Lackey's Husky. Simons has joined forces with Moto-X Fox to develop a set of totally new American-made forks that are as good as any forks found on any bike. We mean even those found on works bikes. The travel is a fully controlled ten inches, with provisions for an increase in the future to 11 or 12 inches.

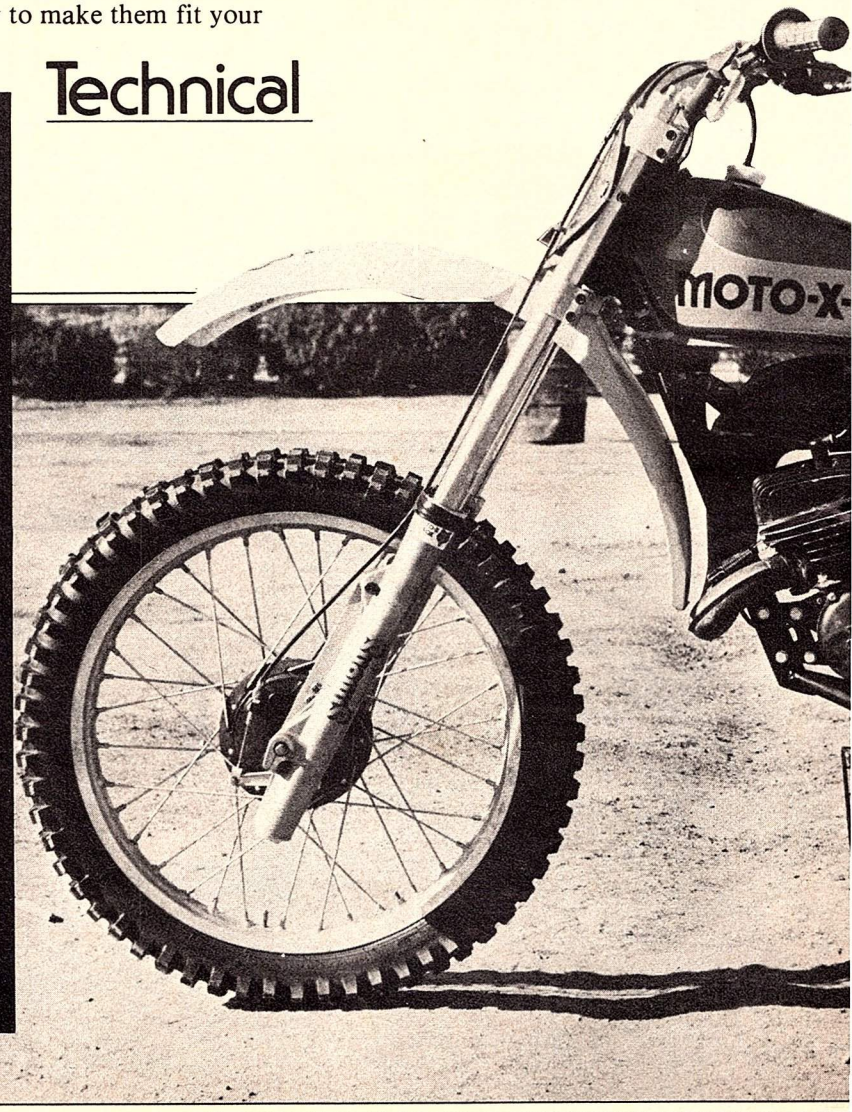
Originally all forks came with 35mm tubes, but long travel applications required an increase in tube size for strength. Some manufacturers went to 36mm and some to 38mm, but Simon's forks are one and a half inches in diameter. This is slightly larger than 38mm and the largest in the industry. Even with the hefty 4130 chromemoly legs the forks weigh less than Marzocchi or Ceriani replicas.

The Simons forks come complete from Moto-X Fox with all the hardware necessary to make them fit your machine. They fit perfectly, the brake will attach without hardship and the axle is included. Simons' forks are currently available for Suzuki RMs and Husqvarna GP models. In the future all other major brands will be included. Race-testing is currently being done by Billy Grossi, Steve Wise and Pat Richter.

What would you pay for DeCoster's suspension? His front fork assemblies are estimated to have cost $2000 to design and produce in limited quantities. Simons' forks will retail for $325 a set, but it is definitely works-type action. You save $1675 which you can spend on the rest of the bike.

Technical





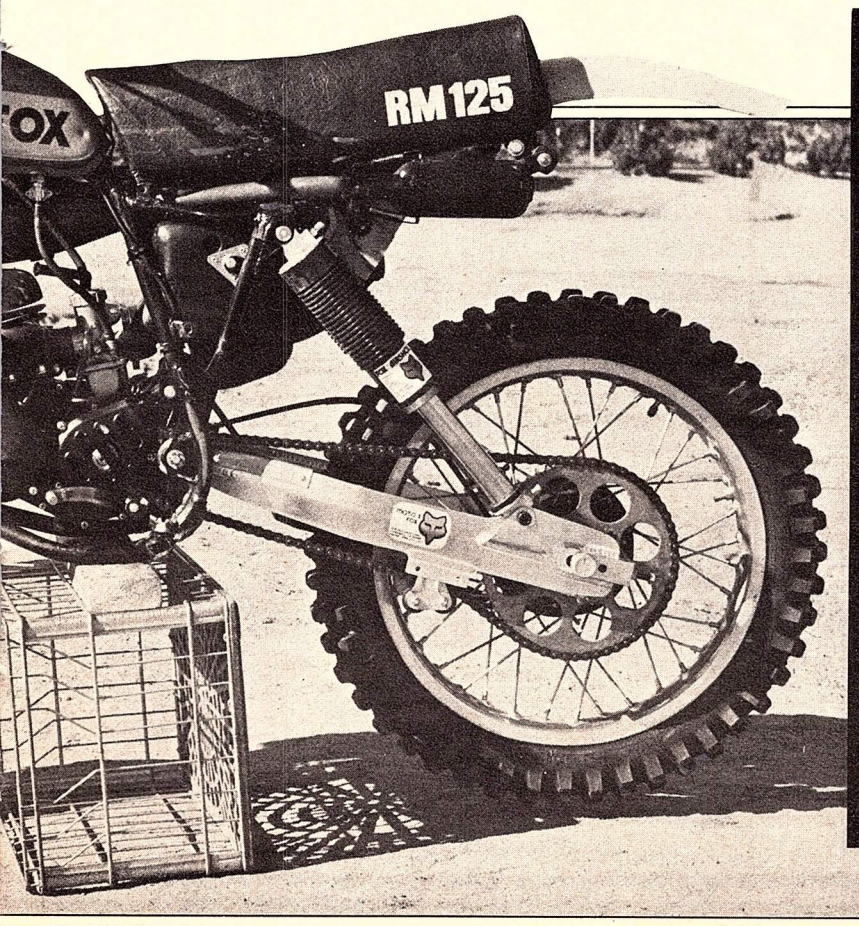
What are the longest travel legs in the industry worth to you? Count up to $375. Still worth it?

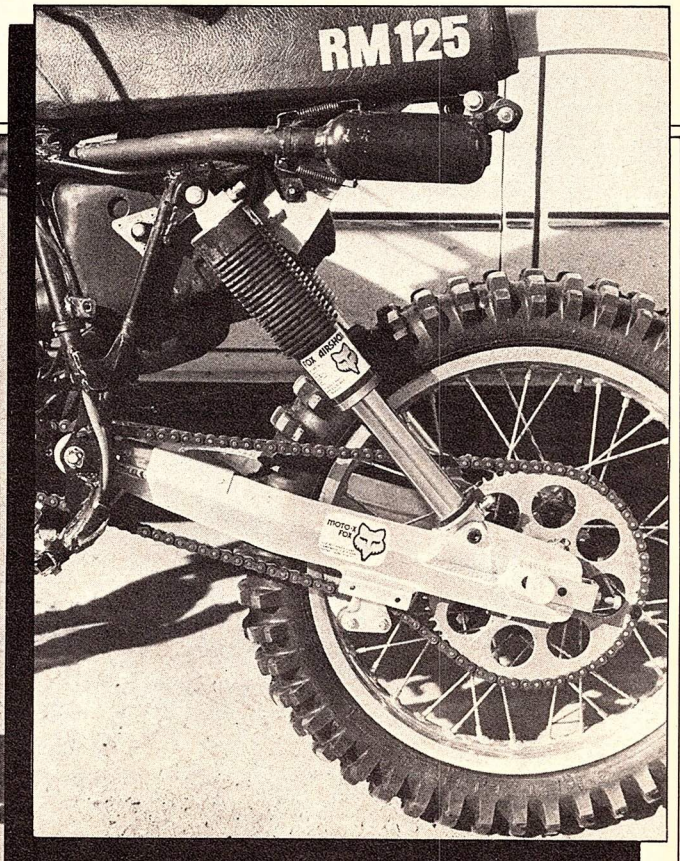
s and Fox Airshox

THE REAR GUARD

Bolting Simons' new American forks onto your bike is going to give it a plush front end, but the rear end is going to remain as it was before. Steve Wise is a hot Texas 125 rider, who is the only privateer to have won a National Championship event in two years. Steve Wise is also a test rider for Moto-X Fox and during the 1976 Trans-AMA Wises' RM250 Suzuki sported a radical new concept in rear ends. Utilizing a specially designed Thorwaldson swingarm and a set of 17½-inch Fox Airshox, Wise sat atop ten and a half inches of rear wheel travel. The success that Wise, Lackey, Howerton and Richter enjoyed with their special shocks and

A sideways milk crate wouldn't handle the suspension. A handy two-by-four took up the slack.





The 17½-inch Fox Airshox and the special aluminum swingarm offer 10½ inches of rear wheel travel.

Simons Forks and Fox Airshox

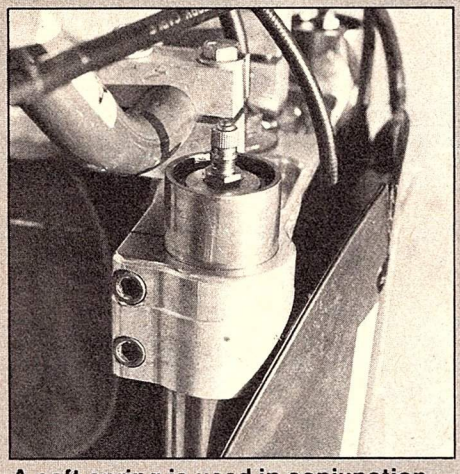
swingarms was not available to the public. Now it is.

THE RIDE OF YOUR LIFE

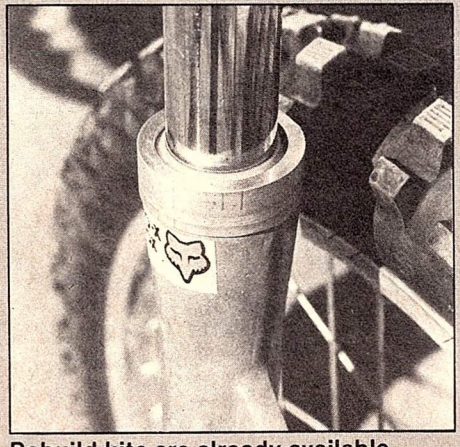
We have ridden more works bikes than anyone in the world, except maybe Marty Tripes, and have an idea of how the pros set up their suspensions. The kind of fork and shock action that a top-flight National rider uses only works well when a top-flight rider is making it work. A rider who attacks the whoops needs a firm, almost stiff fork action in comparison to a rider who lets the whoops attack him. Our test bike had the Simons forks on the front and the 17½-inch Moto-X Fox set up on the rear. It was built for AMA Pro rider Pat Richter, who attacks the gnarly stuff and weighs about 155 pounds. For Jody, who weighs 175 pounds, the forks were right and the rear was a touch too stiff, but reasonable. But when test rider Lance Morewood rode the bike at 140 pounds, the suspension was too stiff. No problem. These units are amenable to any speed or weight range. A little more air in the forks and in the high-pressure shocks and King Kong could step on it. Moto-X Fox feels that ten inches is the present-day limit to suspension travel, but 12 inches is just waiting for the right frame.

The bike worked perfectly. Adjustment laps were surprisingly short before we were dialing the speed up. Potholes and ledges that we gingerly avoided the Sunday before now became targets. Ten-plus inches is a lot of playing room. And the range of adjustability in response made it seem like riding on air. Which is what we were doing. Good tires are a must for any ultra-long-travel suspension, and with Metzelers on our bike we could carve any line we wanted. The forks were progressive enough in feel that the bike never wanted to heel up in a corner and pitch the rider. The front end stuck and the rear end boogied. When the front and rear work in unison there is nothing to do but concentrate on flying.

The special aluminum swingarm retails for $129.95, while the rider has two choices in shocks. The con-

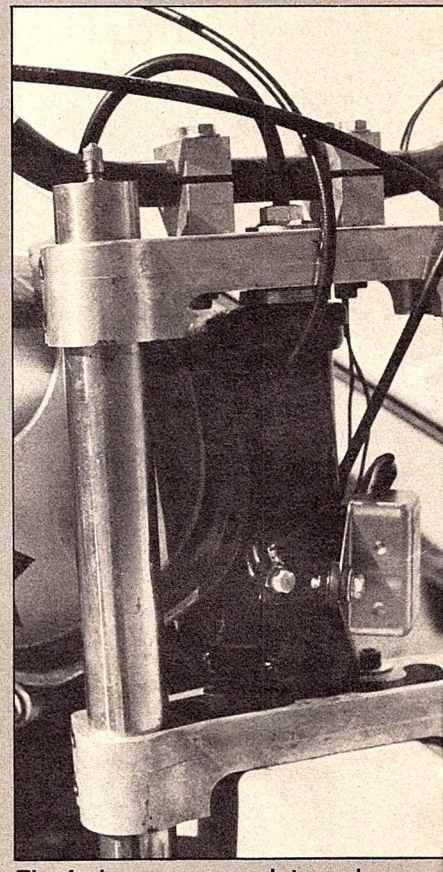


A soft spring is used in conjunction with moderate air pressure to provide a dual-rate design.



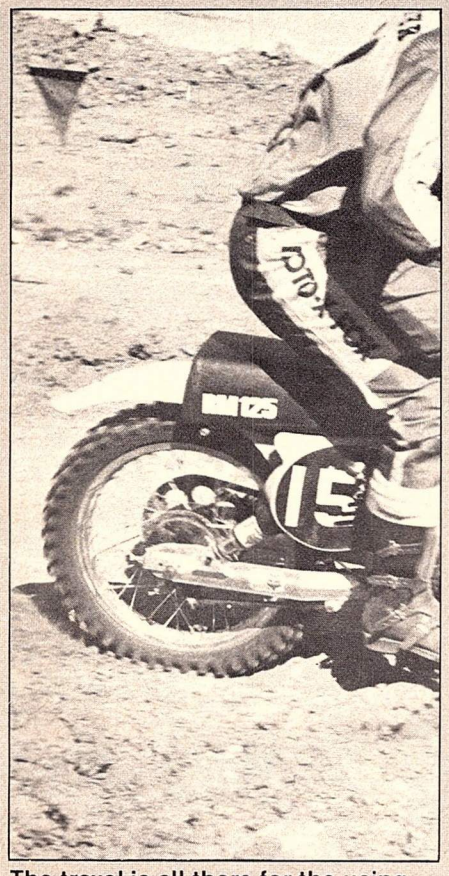
Rebuild kits are already available should this healthy seal give up the ghost.

There are eight inches of tube/slider overlap hiding beneath these aluminum castings. That is the key to flex-free travel.



The forks come complete and ready to fit on designated models. Strong triple clamps include all the necessary hardware.

ventional-spring Fox shocks in the special 17½-inch length sell for less, or the new, long Airshox retail for $275.95. All in all, this is probably the most expensive modification program anyone can embark on. $730 will buy you the best suspension on the market. As good as what the best riders in the world are using. Frankly, unless you think you are one of the best riders in the world, you're not gonna be needing it this year. But in a year everyone will be needing, wanting and getting it. When private enterprise tries to beat the best, someone has to pay the price. Guess who? If it's you, the address is Moto-X Fox, 520 McGlincy Lane, Campbell, California; (408) 371-1212.



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Circle Number 26 on pg. 73

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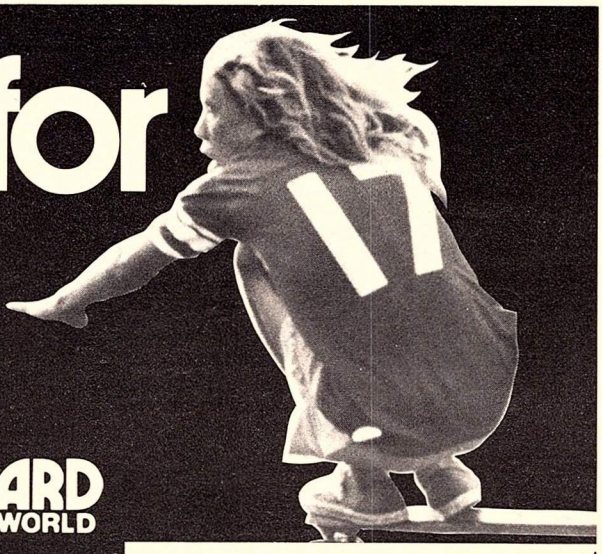

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FLORIDA WINTER AMA

The day the stockers won

By Jim Gianatsis

The National motocross stars laid off for two months since the American Motocross Finals and became relaxed, ready and maybe a little rusty. One way to get the rust out of any system is sandblasting, and in the world of motocross the yearly trek to the winter playground of Florida means sand, sand and more sand. Racing in the soft white stuff brings back muscles that weren't there the week before, and a gathering of the tribes from all over the country brings back vibes that weren't present during the off-season. The Florida Winter-AMA is the opening shot of the 1977 motocross season.

Jacksonville

Yamaha kicks out the jams

JACKSONVILLE, FLORIDA, FEB. 6TH—The controversial AMA claiming rule of 1976, felt by many to be the only means by which a privateer rider with stock equipment could remain competitive in professional motocross against the factory teams with their exotic prototypes, was ground into absurdity and left lying in the sand at the opening round of the 1977 Florida Winter-AMA Motocross Series. No longer could the argument be made that the factory riders won races because they had more sophisticated equipment than the privateers. At North Florida Raceway the case was laid to rest as Team Yamaha won all three classes of the season opener with 1977 production YZ motocrossers.

Overall wins were posted by Yamaha's Broc Glover in the 125cc class, Bob Hannah in the 250cc and Rick Burgett in the Open. For Rick it was his first major race win since joining Yamaha a year ago. The reason that Yamaha chose to race production bikes in the Florida Series was that they wouldn't be receiving any new works bikes from Japan until the start of the 1977 Nationals in April, and they wanted to save last year's works bikes for the Supercross Series.

Rick "Lumberjack" Burgett took his Larry Carpenter tuned YZ400D all the way to the top of the Florida Open class heap thanks to flashy riding and Grossi's mistakes.

Competition

8
YAMAHA

FLORIDA WINTER-AMA

Team Yamaha was hardly without opposition at the opening race as Suzuki mounted a four-rider assault against them with Danny LaPorte, Jeff Jennings, Billy Grossi and Tony DiStefano all riding factory bikes, and all the riders but Jennings entered in two classes. Danny turned in fantastic rides in the 125cc and Open classes which he entered, and seemed on his way to halting the Yamaha onslaught after winning the first set of motos, but in the second set of motos he experienced shifter and transmission troubles in the deep sand which brought a halt to his charge. Penton's Don Kudalski might also have taken the Open class win over Burgett if the Florida flash hadn't fallen while leading the first moto. After placing fifth, Don came back to win the final moto.

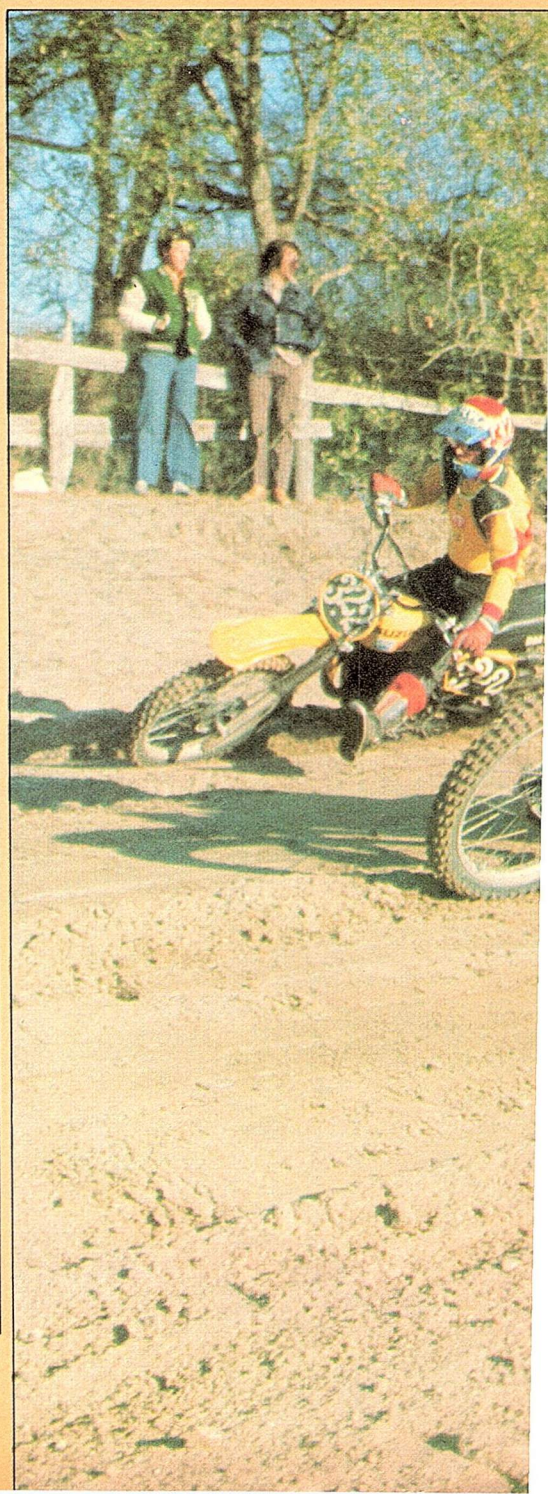
RESULTS
1977 FLORIDA WINTER-AMA MOTOCROSS SERIES
Jacksonville, Florida, February 6th

125cc: 1. Broc Glover (5,1) Yam; 2. Danny LaPorte (1,5) Suz; 3. Jimmy Walker (4,2) Hon; 4. James Fitzgerald (3,4) Suz; 5. Leonard Chiesa (2,11) Suz.

250cc: 1. Bob Hannah (1,1); 2. Tony DiStefano (2,4) Suz; 3. Marty Moates (7,2) Oss; 4. Mickey Boone (6,3) Suz; 5. Monte McCoy (9,5) Suz.

Open: 1. Rick Burgett (2,3) Yam; 2. Don Kudalski (5,1) Pen; 3. Billy Grossi (4,2) Suz; 4. John Joyner (3,4) Suz; 5. John Ayers (8,8) Mai.

Riding a stocker, although no one got to look inside, Bob Hannah went eight for eight and got a tan to boot.



Former Team DG teammates Broc Glover (17) and David Taylor (45) roost on the 125 pack in Gainesville. Glover has joined another DG alumnus, Bob Hannah, on Team Yamaha for 1977. Overall series winner Danny LaPorte suffered from bad starts all winter and didn't make the first turn photo.

Team Suzuki riders Billy Grossi (14), Tony Di Stefano and Danny LaPorte all began the season by riding two classes each.

St. Pete

Hannah And Glover Win Again

ST. PETERSBURG, FLORIDA, FEB. 13TH—In two classes this week Team Suzuki tried to put a halt to Yamaha's steam rolling of the Florida Winter-AMA Series. In one instance it proved successful as Billy "Sugar Bear" Grossi edged out "Lumberjack" Rick Burgett in both motos of the Open class to collect the overall win.

In the other two classes, though, Yamaha's domination of the Series continued as team riders Broc Glover and Bob Hannah once again took their production bikes to victory in the 125cc and 250cc Pro motos.

It was also a dramatic day at Sunshine Motocross Speedway for those who knew rider number 292 entered in the Open class. Mike Hartwig, who displayed more natural talent than any other rider in America when he rode for Yamaha in 1974, tried to make his racing comeback after a severe back injury brought a quick end to his career. After placing third in his qualifying moto with a Maico behind Tony DiStefano, Hartwig easily advanced to the feature Open motos. After a mid-pack start in the first moto, Mike was quickly working his way up to the front of the pack when, after just a few laps, he was forced to stop at the side of the track in great pain. The old back injury was still there. Unless some type of operation can correct the pain in his spinal cord, it would be the last time Mike would race.

A bail-off each moto of the 125cc class by Suzuki's Danny LaPorte while racing with Broc Glover gave the class win to Broc and his Ed Schiedler-prepared YZ for the second week in a row. The 250cc class was hardly a contest, as "Hurricane" Hannah won both motos on his McCarty-prepared bike by half a lap. Ossa's Marty Moates proved to be the

Don Kudalski was hot all winter, but bad luck took most of his holeshots and turned them into crashes. Kudalski finally nailed an overall Open class victory in Orlando.

FLORIDA WINTER-AMA

only rider capable of keeping some kind of pace with Hannah, but a blown gearbox in the second moto forced Marty to circulate in fourth gear.

RESULTS
FLORIDA WINTER-AMA SERIES
St. Petersburg, Fla., Feb. 13th

125cc: 1. Broc Glover (1,1) Yam; 2. Danny LaPorte (2,2) Suz; 3. Mark Barnett (3,7) Suz; 4. John Reinholt (8,4) Suz; 5. Ed Cole (7,8) Yam.

250cc: 1. Bob Hannah (1,1) Yam; 2. Mickey Boone (3,2) Suz; 3. Tony DiStefano (2,3) Suz; 4. Mickey Kessler (6,4) Mon; 5. Marty Moates (7,5) Oss.

Open: 1. Billy Grossi (1,1) Suz; 2. Rick Burgett (2,2) Yam; 3. Harold Buckingham (4,3) Yam; 4. Joey Gratton (3,4) Yam; 5. Jeff Jennings (6,5) Suz.

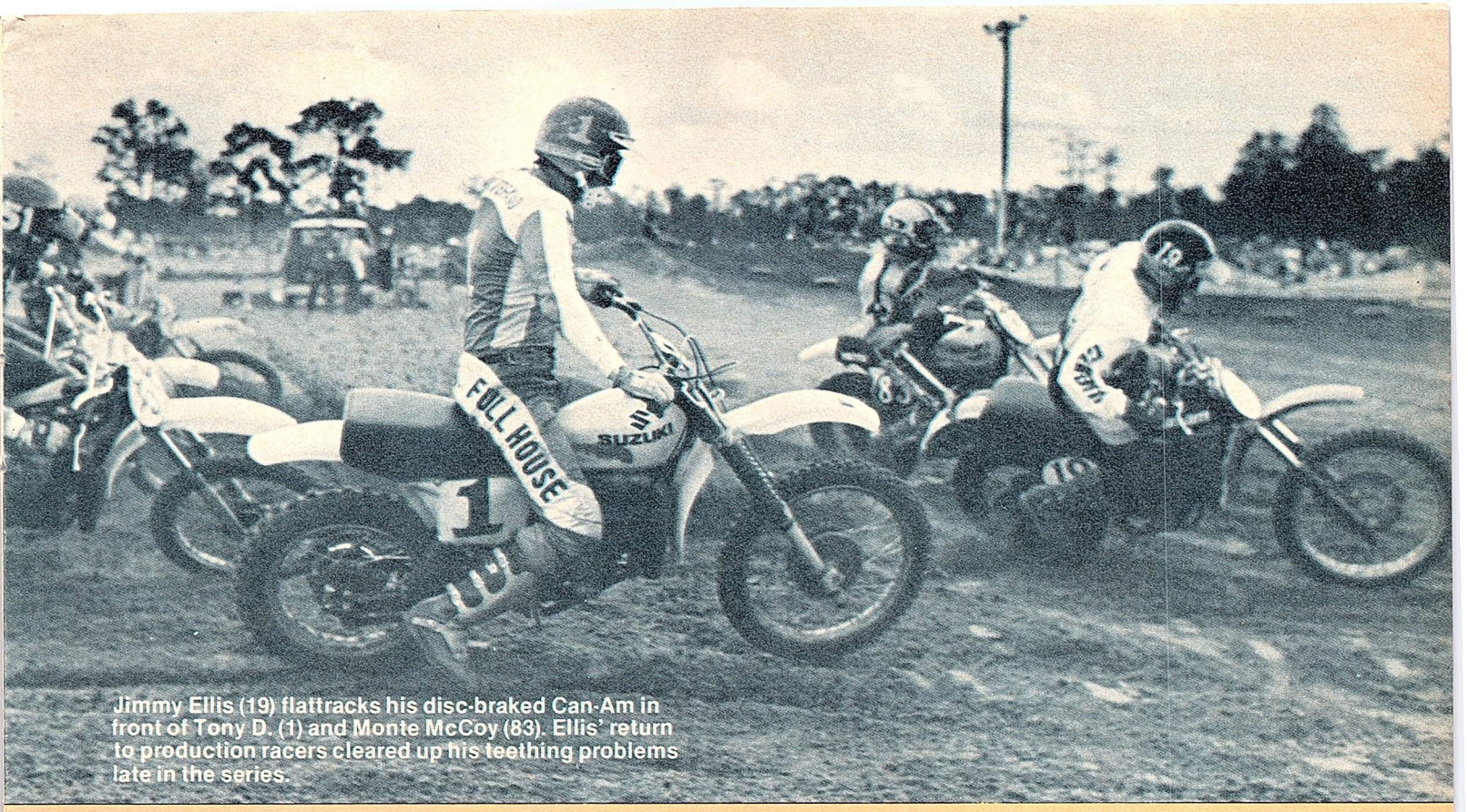
Gainesville

LaPorte stops the Yamaha steamroller.

GAINESVILLE, FLORIDA, FEB. 20—After strong performances during all of the Florida Winter-AMA Motocross Series, Suzuki's Danny LaPorte finally put two motos together to score the overall win in the 125cc class at Gatorback Park. Danny's win with his Pat Alexander-prepared RA125 works bike on the hilly half-clay/half-sand course came at the mistfortune of Series class leader Broc Glover who had been the dominating factor with his production YZ-D Yamaha. Broc was penalized a lap for jumping the start of the first moto, an error which proved decisive in determining the class championship for the short four-race Series. In the second moto Broc was able to give Danny a 30-minute battle for the lead which ended with Danny taking the win by a mere six feet. Furman Grey from Alabama scored second overall for the day, with DG's David Taylor picking up third.

The 250cc class continued to be a "no-contest" affair as Bob Hannah cleaned house with his Keith McCarty-wrenched YZ Yamaha. The "Hurricane" ran away with both motos on the production stocker

The overall winners and tuners— Danny LaPorte (7) and Pat Alexander in the 125 class, Bob Hannah (2) and Keith McCarty in the 250 class, and Rick Burgett (8) and Larry Carpenter.



Jimmy Ellis (19) flattracks his disc-braked Can-Am in front of Tony D. (1) and Monte McCoy (83). Ellis' return to production racers cleared up his teething problems late in the series.

winning with half-lap leads over Suzuki's Tony DiStefano. In his first race since returning to Maico, Steve Stackable placed third for the day. Jimmy Ellis was fourth on a production Can-Am after DNFs the two previous weeks on a 1978 pre-production test bike. John Savitski scored fifth on his FMF Suzuki ahead of Ossa factory riders Greg Robertson and Marty Moates.

A raging battle in the Open class continued between Yamaha's Rick Burgett and Suzuki's Billy Grossi. When "Sugar Bear" flipped his bike on a steep uphill during the first moto and lost a number of positions, "Lumberjack" Burgett had a clear shot at the day's overall win despite strong challenges from Billy in the second moto. Penton's Don Kudalski might have put a stop to Rick's winning ways after finishing second in the opening moto, but a pair of collapsed shocks in the second moto put Don out of the race.

RESULTS
FLORIDA WINTER-AMA SERIES GAINESVILLE

125cc: 1. Danny LaPorte (1,1) Suz; 2. Furman Grey (3,4) Suz; 3. David Taylor (2,5) Yam; 4. Mark Barnett (9,3) Suz; 5. James Fitzgerald (4,8) Suz.

250cc: 1. Bob Hannah (1,1) Yam; 2. Tony DiStefano (2,2) Suz; 3. Steve Stackable (4,3) Mai; 4. Jim Ellis (3,4) C-A; 5. John Savitski (6,5) Suz.

Open: 1. Rick Burgett (1,1) Yam; 2. Billy Grossi (4,2) Suz; 3. Jeff Jennings (3,3) Suz; 4. Joey Gratton (5,5) Yam; 5. Pat Moroney (6,8) Hus.

Orlando

La Porte, Hannah and Burgett wrap it up

ORLANDO, FLORIDA, FEB. 27—The "Rhinestone Cowboy" may have made famous the technique of clutching his Husky's engine out of a turn, but the "Hurricane" developed his own style for coming off the line. Fanning the clutch of his production YZ Yamaha like a six shooter's hammer, Bob Hannah blasted away at the star-studded opposition in both motos of the 250cc class to ride off into the sunset with his second consecutive Florida Winter-AMA Series title. Bob's Orlando Sports Stadium performance made it eight straight moto wins for eight starts. Rounding out the 1977 Series in second position was reigning 250cc National Champion Tony DiStefano on the works Suzuki, with newcomer on the AMA circuit Marty Moates taking his Ossa to third place for the four races. Some of the top factory riders who rode the final Winter-AMA race and were soundly thrashed by Hannah in the 250cc class were Yamaha teammate Pierre Karsmakers and Honda's Jim Pomeroy and Tommy Croft.

Suzuki's Danny "LaPortalet" LaPorte took the 125cc Professional class on the factory RA125 wrenched by Pat Alexander after an epic second-moto battle with Yamaha's Broc Glover for the Series title. Broc had to settle for second best as Jimmy Fitzgerald from Pensacola took third place and top privateer with his RM125 Suzuki.

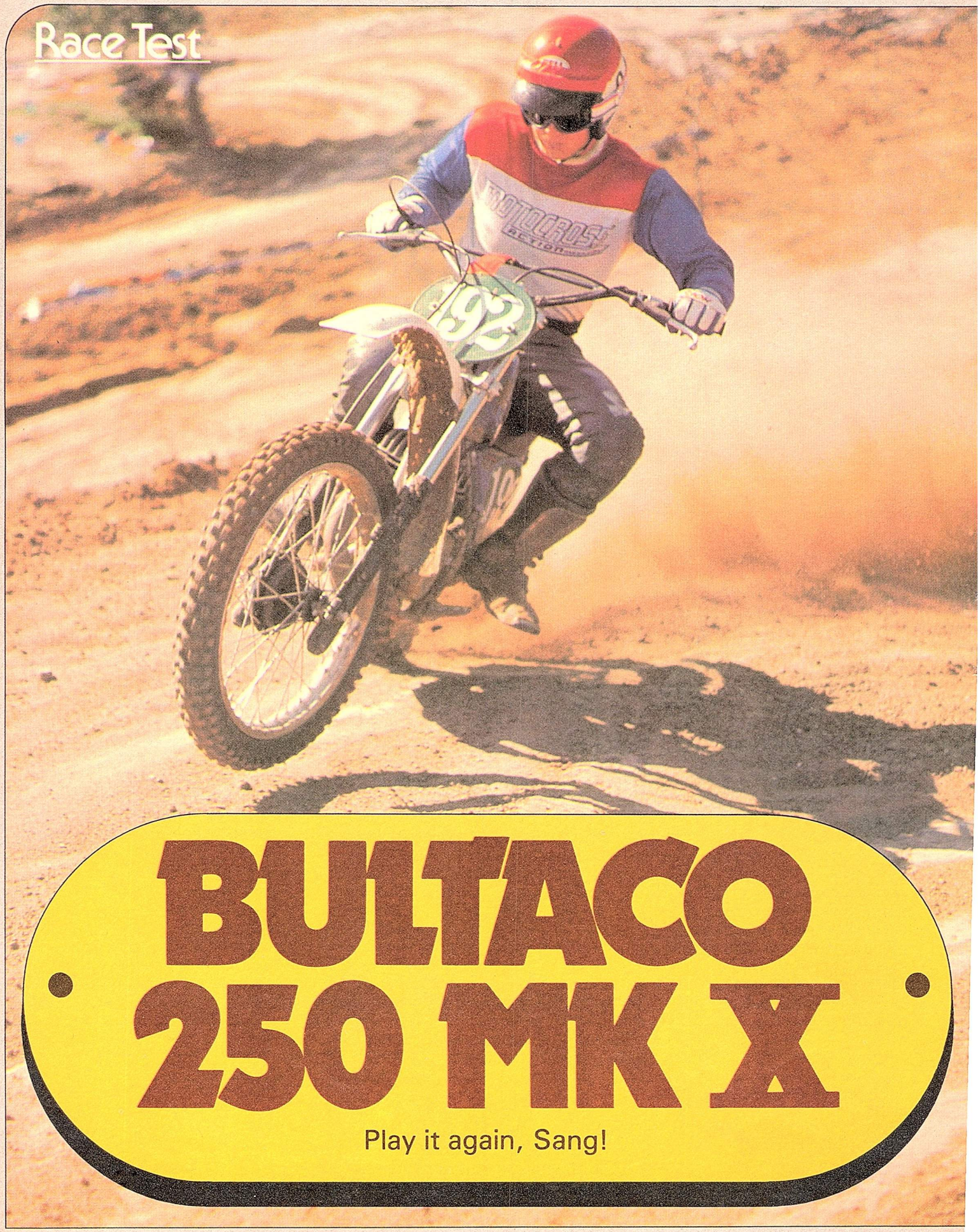
Rick Burgett almost saw his Open class Series title disappear after being penalized a lap for jumping the start of the second moto on his Larry Carpenter-tuned 400 YZ Yamaha. But a nosedive over the bars by Suzuki's Billy "Sugar Bear" Grossi left the frizzy-haired kid seeing stars for two laps and little Ricky with his crown secure. Penton's Don Kudalski nailed the day's overall win, but was way down on Series points after two previous weeks of bum luck. Posting third overall in the Series' Open class was Joey Gratton from Pompano Beach, Florida, on another 400 YZ stocker. Joey was one of the few privateers in this year's Series who could keep regular pace with the factory boys.

RESULTS
ORLANDO WINTER-AMA SERIES FINAL

125cc: 1. Danny LaPorte (1,1) Suz; 2. Broc Glover (2,2) Yam; 3. Leonard Chiesa (5,4) Suz; 4. Furman Grey (11,5) Suz; 5. Glen Johnson (10,7) Suz.

250cc: 1. Bob Hannah (1,1) Yam; 2. Tony DiStefano (3,2) Suz; 3. Terry Clark (5,4) Kaw; 4. Marty Moates (9,3) Oss; 5. Pierre Karsmakers (2,12) Yam.

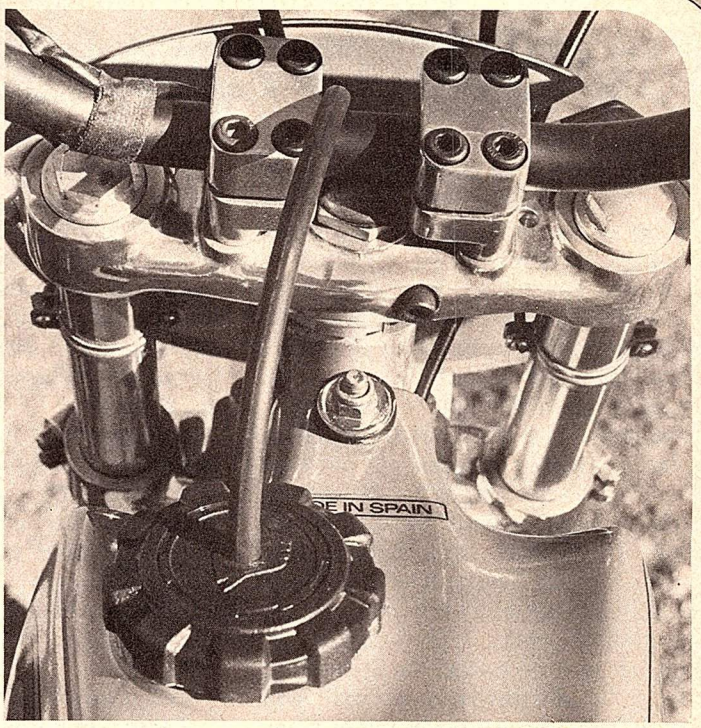
Open: 1. Don Kudalski (3,1) Pen; 2. Rick Burgett (1,4) Yam; 3. Joey Gratton (4,2) Yam; 4. Karl Taylor (5,3) Yam; 5. Billy Grossi (2,9) Suz.



BULTACO 250 MK X

Play it again, Sang!

Bultaco has incorporated more than 250 new part numbers into the 1977 model, mostly in the transmission and drive train.



The gas cap is large and easy to use and the handlebars are held on with eight Allen bolts. Good-bye to the Bultaco droop.

Bultaco's new 250 Pursang is a combination of the beauty of the Bionic Woman and Frankenstein's bride. In building the sleek Spanish flyer the doctor/designer borrowed some parts from the advanced scientific community and some from the graveyard of old Bultacos. The new front fork unit is about as bionic as forks can get. They are supple, responsive, and harmonious with the rhythms of the soil. The leading axle forks work so well that they are the saving grace of a suspension design that has been eclipsed by its competition. Remember the good-handling blue Buls of 1975, the ones we called Jim Pomeroy Replicas? Well, Jim Pomeroy is gone from the Bultaco lineup, but the 1975 rear suspension is back. In 1976 Bultaco introduced a radical new rear end that combined a new rear frame subsection with 17-inch-long shocks mounted in a semi-cantilever position. The 1977 model drops that radical departure in favor of a return to the old shock and swingarm arrangement. The 17-inch shock is gone, but the modified rear frame remains. If you have a 1976 model and want to make it a 1977 model, just bolt on the new swingarm and some 14½-inch shocks.

Regardless of their flounderings in this area and their indecision on the matter of shock location, the question remains—does it work? The answer is that it works as good as the shocks that come on it. Historical fact and empirical knowledge tell us that any rear suspension unit, that is an almost vertically forward mounted shock absorber, becomes totally dependent on shock efficiency for success. In early 1977 all Bultacos were imported into this country with gas Betor shocks. This setup has an efficiency rating of zip-squat-zero for motocross work. Riding a gas Betor-suspended Bultaco is like strapping footpegs on a medieval catapult. Bultaco, in their benevolence, realized this immediately and went shopping for an American-made accessory that they could replace all the Betors with. In the future all Bultacos shipped into this country will come shockless. The crates will be opened up at the distributor level and Freon-celled S&W shocks will be bolted on. It is expensive to retrofit shock absorbers from an accessory firm, but Bultaco is committed to improving the package. It costs a great deal because gas Betor shocks can be fit at the Barcelona factory for less than $28 a pair; S&Ws cost double that in quantity.

BACK TO THE BIONICS

The Bultaco's 250 motor has a luscious powerband that kept everyone who rode it in a state of totally positive alpha waves. It is a steady and predictable power that seems so mild that everyone assumed it was slow. In fact, the Bultaco will out-drag an RM250B Suzuki. In first and second the RM bursts ahead thanks to lower gearing, but from third on up the Bultaco lays down tracks. On uphill starts the Bul is more than a match for the industry standards from the gate to the turn. The power feels like a reed-valver with a piston-port top end. It is a gas to ride.

Breathing through a new Bing V54 carburetor that like all Bing V54s we have ridden—was so far off in float bowl height and low-range jetting that it was ridiculous, the Bultaco 250 has the kind of powerband that will turn a jerky Junior into a smooth Intermediate. The exhausts are emitted out of a mellow-sounding downpipe that also plays a part in fooling the rider about how fast he can go. The downpipe is of course vulnerable to crushing, but the ground clearance from pipe-to-ground is about the same as frame-to-ground on up-pipe competitors.

When you start mixing bionics with archaics the results are not always satisfactory. The throbbing powerband is harnessed to a sporadic

BULTACO 250 MK X

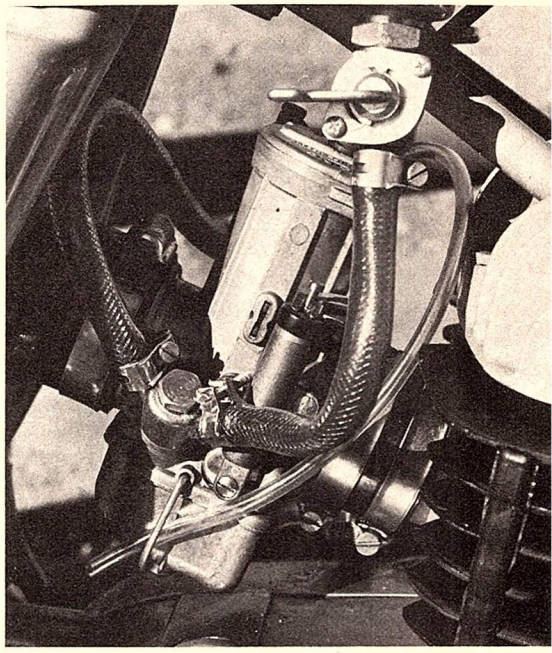
gearbox. Shift lever throw is second in travel only to CZ. We missed a lot of gears. A lot less than we missed back on the 1975 Bultaco, but more than we have missed since then. The gearbox has been undergoing constant modification and improvement. The gears have been widened, undercut, realigned and blessed by the Pope in an effort to make them mesh. The result is a much better working gearbox than in the past, but one that requires conscious effort to ensure proper engagement. Never did we miss a downshift or overshift, only upshifts. The lever, which is solid steel instead of alloy this year, snakes around the chain. It is forced to do this because we forced the Spanish to switch the shifting from the right side to the left, to meet government regulations. The gearbox wasn't designed for that and the shift shaft pokes through right where the chain passes by. The pretzeled shift lever doesn't allow pressure to be exerted equally to the shaft and the result is insensitive engagement. The only way to get every gear, and we had riders who never missed a cog, is to exaggerate foot movement and release all pressure from the lever before and after each shift. The factory riders use right-side shifting because it is more positive.

In fact, this gearbox shouldn't go into production beyond this year anyway. The general layout of the unit internally is caddywampus to established standards. The general layout of the unit externally does not work in conjunction with the known facts of long travel suspension. Both the shift shaft and the countershaft must be moved in the next model. The shift shaft because it rams into the drive chain and the countershaft because it is located far forward of the swingarm pivot. The closer the countershaft sprocket is to the swingarm pivot the less lash and strain is exhibited on the chain. Bultaco's current engine design flunks both of these fundamental facts.

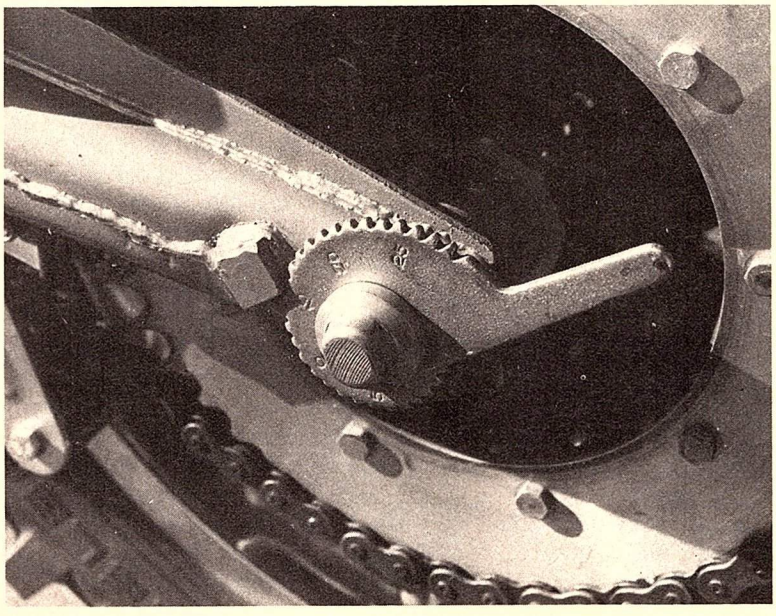
GET A HANDLE ON YOURSELF

Taking into account that we feel that this machine is a conglomerate of modern and archaic, it still handles with the best of them. Throw away the stock tires and mount a pair of Metzelers before trying the handling feats we say are present, and you won't be disappointed. The Bultaco is a stick and thrust machine. Blessed with a broad, usable powerband and fine line handling, the hot Bul style is to undercut every corner, come in high and drive out low. The front end sticks and the rear end follows like Amtrak. It is as if the bike were double jointed. It seems to bend around the curves. Thanks to the power it is possible to come in a gear high and actually bog through the bottom end and still pull away quickly. Everyone was surprised by the sharp cornering and stability of the Pursang.

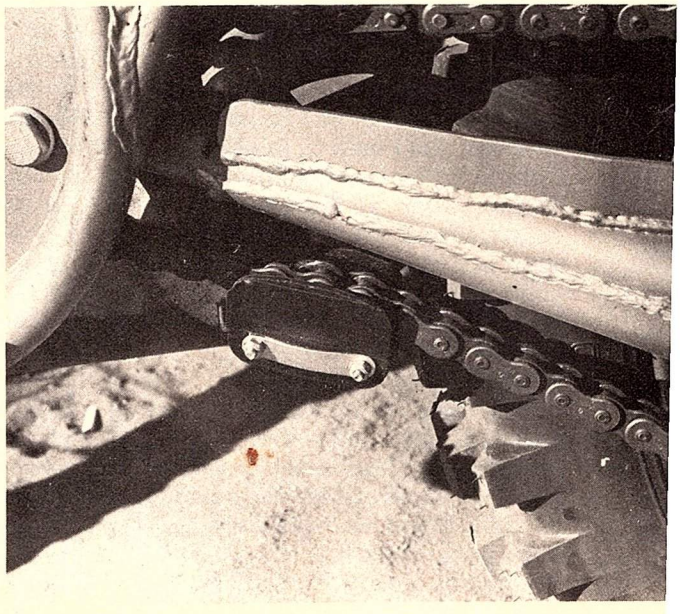
We were unable to clutch our test bike out of a corner, which would have made the gear higher tactic ultra-devastating. The clutch refused to work under loads. It was fine off



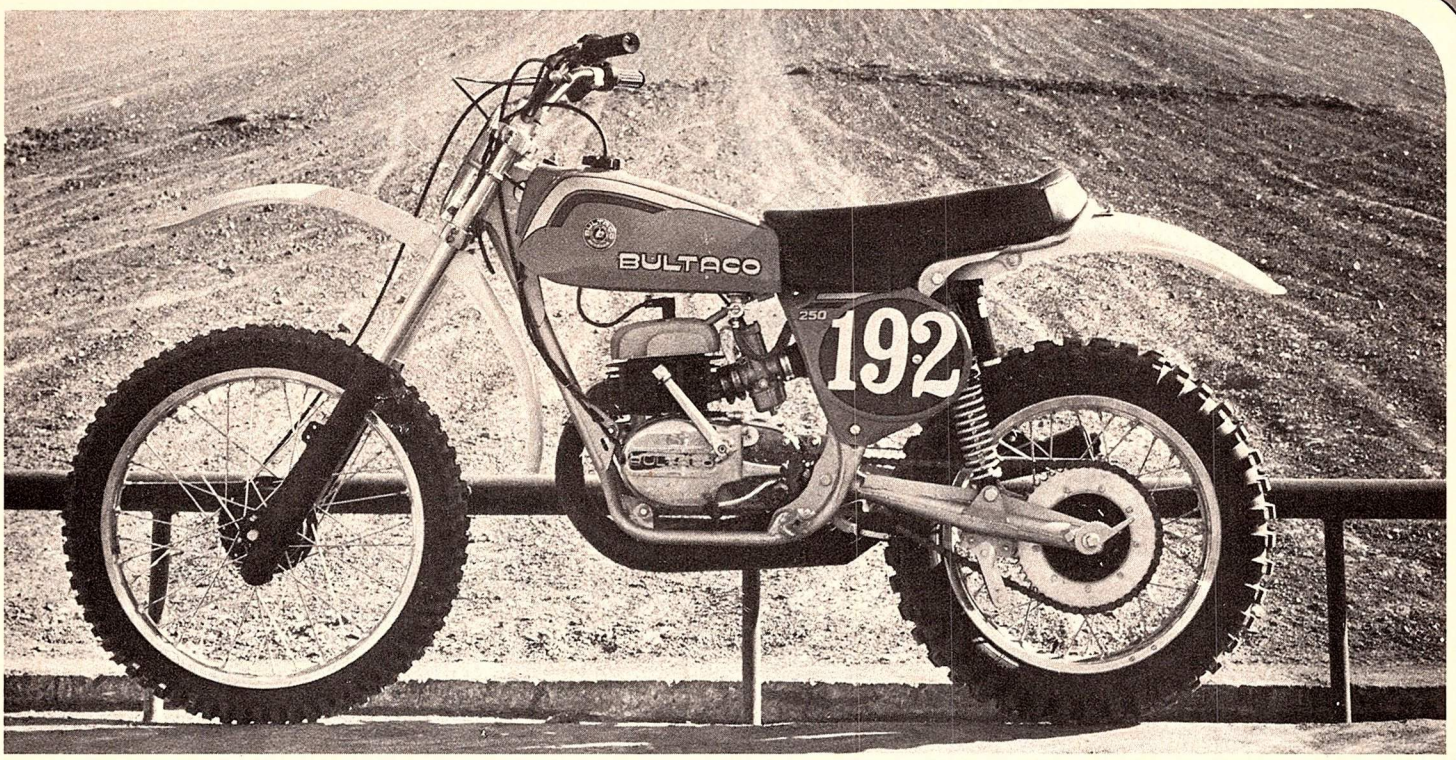
This octopus is the Bing V54 carburetor. Float bowl levels and low-end jetting were way off. Don't trust the reserve on the gas petcock. There isn't one.



The simplest and most accurate chain adjusters in the industry.



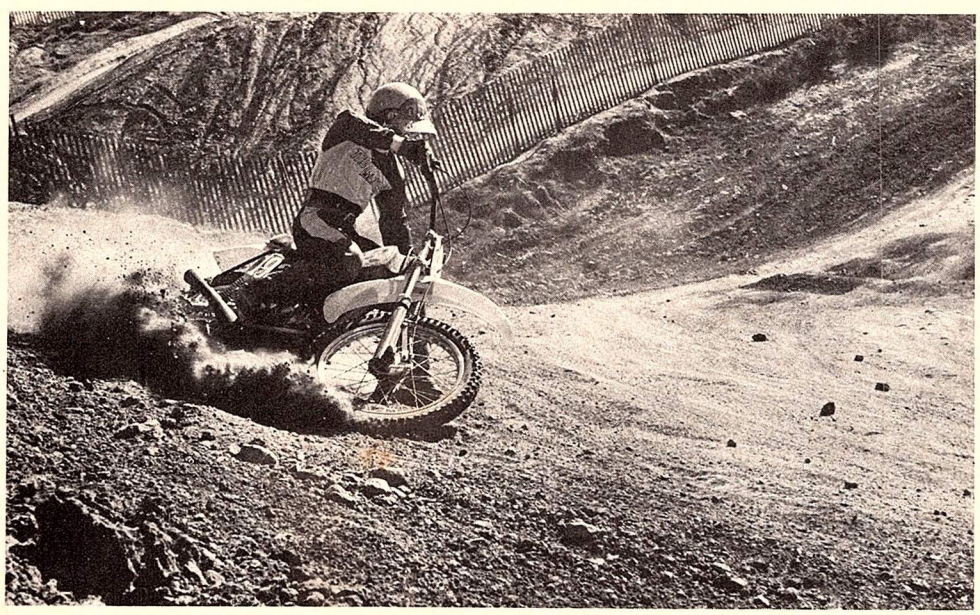
Chain tensioner is made out of soft rubber. It effectively preloads one of the fastest-growing chains in the business.



The Bultaco 250 is European in looks and feel.

the line or while stationary, but next to useless while racing. It turns out that our test bike had a Barnett fiber clutch installed after the metal clutch was fragged when desert Ace Cordis Brooks broke the engine in without oil in the clutch. Stock metal clutch plates should work better.

The front forks, manufactured by Bultaco, are leading axle wonders. Last year they were released with 38mm legs and were a little heavy. This year the legs are down to 35mm in size and the weight saving on the front is quite noticeable. In the rear we rode the bike with gas Betors twice and raced it once. We must be living right, because we survived. With the S&Ws mounted the character of the rear end changed. The Betors had a dual-spring setup that was so poorly matched that the soft spring bottomed under the rider's weight and the heavy spring kicked back like an Army mule. S&Ws are a better shock and they offer a 100-percent better ride. The forward mounted shock design does tend to bounce when you get in over your head, but even with the atrocious Betors it bounced straight.



It handles right to the limits of its suspension. Do not try this with stock Pirelli tires unless your insurance is paid up.

BITS AND PESOES

Some items that we didn't like are changes which we applauded a couple of years ago when Bultaco made them. The rear brake doesn't work very well and goes away so fast that setting it up extra-tight at the start of a moto still wouldn't guarantee anything at the end. The front brake had "progressive mushiness." It worked, but required full lever movement every time. Actually we liked the front brake, but both brakes would get the hubs so hot that they would burn your fingers. The hubs are still the lightest in the industry.

The seat could use more padding. The Bultaco is the kind of machine that you feel comfortable sitting on. It lets you slide down into it, but the rear portion of the seat doesn't have the kind or thickness of foam that today's progressively rougher tracks demand.

The handlebar clamps are vastly improved over the old swivel models. They have eight Allen bolts doing the job now. The bars themselves stink. The air box is constructed of a flexi-

BULTACO 250 MK X

ble plastic, while the mating side-panels are a tougher ABS plastic. The air box is good, but for wet riding or muddy terrain care will have to be taken with the open upper air vents. The front number plate is mounted in a super-sanitary method with metal spacers keeping it straight and clear of the forks. The gas tank and paint are all hand-done and excellent. The bike stands out in a world of yellow with its blue paint and new stripes. The frame is chromemoly. Real chromemoly, not Japanese chromemoly, and this is evident in the low overall weight of the machine (219). The chain adjusters are the best and easiest to use. Why other companies

The downpipe takes its share of debris on landing and probably will have to go next year.

Approaching a turn hard and high will allow the Bultaco to sweep through at least one gear higher than its competition.

do not adopt this method is beyond us. Bultaco has been using it for years and the eccentric cams are both fool- and idiot-proof.

UPSHOT AND RESULTS

When you go shopping for 250 motocrossers you face the toughest decision of any class of bikes. The machinery is getting more and more radical each year. Some factories offer you sheer unadulterated horsepower, or extra millimeters of travel, but having this trait or that isn't the key to success. You have to be right on. The guy next to you on the starting line has probably got his machine so dialed in that when he coughs it says "Gesundheit."

We really like the Bultaco's power. It is neat and usable. It doesn't try to jerk, wheelie, bog and zap the bike around the track. It allows you to set sail and keep up the steady beat.

The front suspension is the equal of anything on the market, but the rear end doesn't meet the test and we doubt that anything beyond major surgery will correct it. If we're gonna get picky, the bike has flaws that are going to be a handful to fix for the serious rider, but not insurmountable.

It has an excellent powerband sitting in an outdated chassis and tranny. Perfect for turning Juniors into Intermediates and Intermediates into Experts, but once at the Expert level it isn't going to keep you there.

With its ample power output and light weight the Bultaco would wheelie up hills and down the other side wide-open in fourth.

SPECIFICATIONS FOR THE BULTACO 250 MK X

SPECIFICATIONS

Make	Bultaco
Model	MK.X 250
Country of Manufacture	Spain
Retail Price	$1656/60-day warranty

ENGINE

Type	Single-cylinder two-stroke
Displacement	244.29cc
Bore & Stroke	72mmx60mm
Compression Ratio	12 to 1
Carburetor	Bing 54 series
Lubrication	Pre-mix
Air Filter	Oiled foam

TRANSMISSION

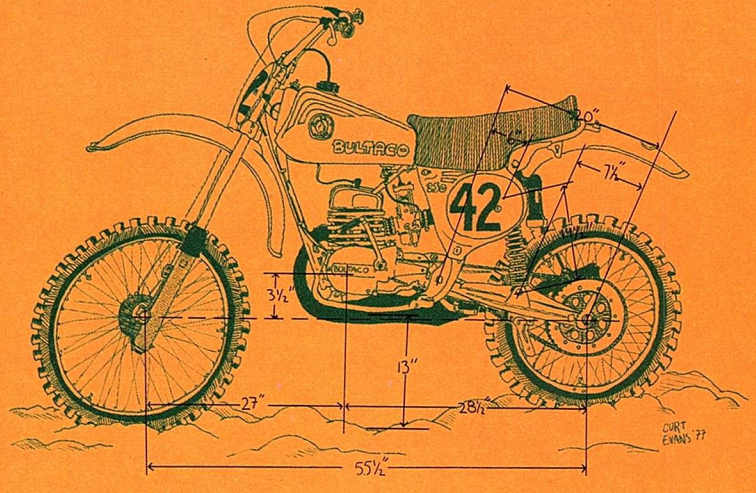
Type	Five-speed
Ratios	.428:1, .537:1, .670:1, .833:1, 1:1
Final Drive	11-46

DIMENSIONS

Weight	219 pounds
Length	82.2 inches
Wheelbase	55.3 inches
Ground Clearance	13 inches

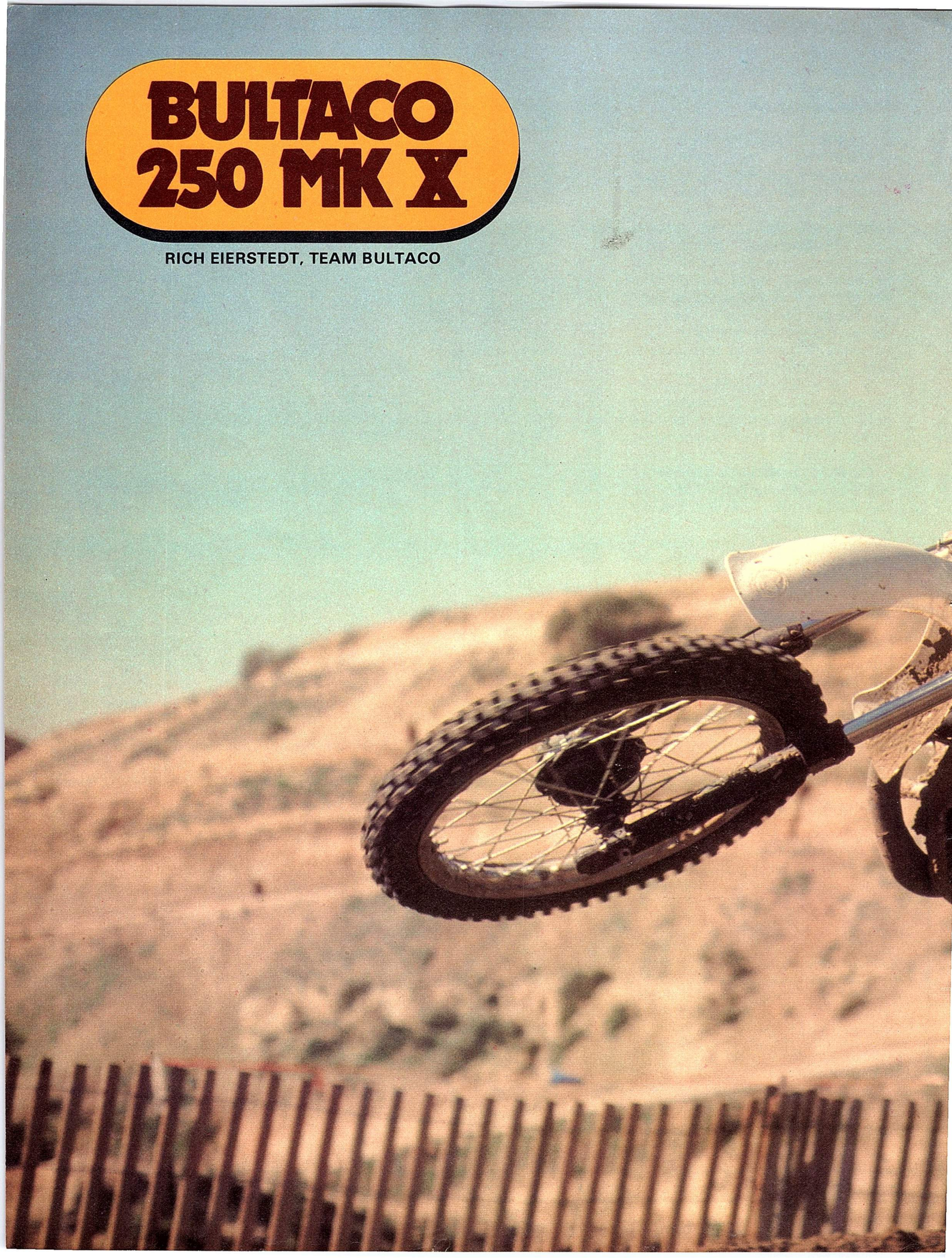
CAPACITIES

Fuel	2.45 gallons



BULTACO 250 MK X

RICH EIERSTEDT, TEAM BULTACO

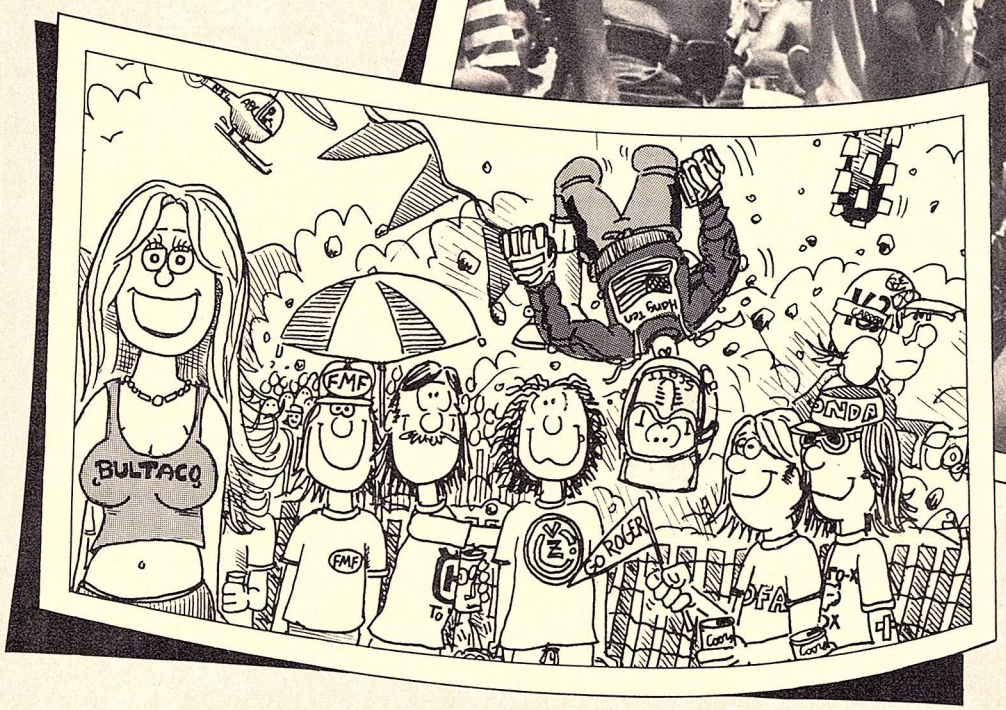


192
MOTOCROSS
ACTION
MAGAZINE

Gate Crashing

How

Proper spectating can make even the most crowded condition just like another Sunday at your favorite track. Prime viewing requires a larcenous nature. Should one of your favorites break, give him a hand pushing his bike back to the pits. Could be the only way left to get in.

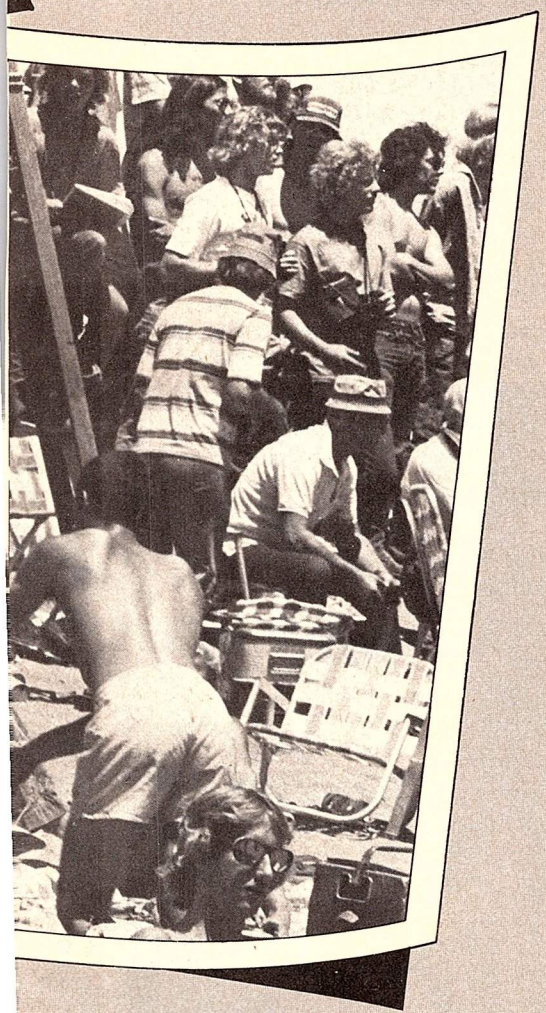


To SPECTATE

Everything you ever wanted to know about the pits but were afraid to ask

By Jody Weisel

This is a primer on watching a big-time, factory fluff, totally wicked motocross race. Too many times you have staggered bleary-eyed out to the track, lugging an ice chest full of suds, only to end up waiting in line for six hours. Too many times you have missed most of the action because they were ten deep along the fence and you were number 11. Too many times you sunburned your schnozzola, stepped on a pop top lid and got dust in your eyes.



The crew at MXA knows how you feel 'cuz we've been staggering, lugging, waiting, missing and burning right beside you. There is a better way!

With the big-time MX season under way at this moment, it is only a matter of time until the big-time Berm-busting star-studded show comes to your town. The gang down at your local shop is all hot to get out there and catch a few rays, goggle the goodies and pick up a few style pointers. But spectating is just as competitive as racing. You have been trying all year to smoke your buddies on the track, and now is no time to get smoked off the track. It is about time that someone took care of the guy paying the bill for big-time racing: the spectator. Experience is what counts in creative spectating, so the MXA crew got together and pitched in their best how-to-spectate tips. We threw out the blatantly foo-foo ones, the X-rated innuendoes, and the unsuccessful tries, and herein present the MXA Handbook of Creative Spectating.

GETTING THERE IS HALF THE FUN, AND A MIRACLE IN ITSELF

You can't spectate at the race unless you make it to the track. In Omaha for the Inter-AMA Series a few years ago Billy Grossi bermshot off of the freeway median, went through a construction zone, broad-slid around two VW micro-buses and told the arresting officer that he was just looking for the right turnoff. Result—no ticket.

Nerve succeeds when all else fails. Pete Maly and the mighty Coast Moto Cycles crazies drove to the USGP the night before and told the guard at the gate that they were from ABC-TV and had been sent down to watch the equipment overnight. The guard hesitated, asked for credentials and then waved them in. The next day dawned with the big black van hunkered next to the fence in the primo viewing spot. Failing to succeed with this ruse the following year, Maly took out his trusty wire-cutters and broke a new trail by moonlight right through the gullies and valleys of Carlsbad. The next day dawn greeted the same group of crazies at the exact same spot by the fence.

Innovation is the key to success. But planning is the way to happiness. Getting to the races is best done by gathering up all the friends you have and loading them into the biggest vehicle available. Four guys, six girls and two dogs tried to drive into the Lake Whitney National two years ago in a VW bug. There is nothing unusual about this except that the driver told the ticket-taker that there was only one person in the car.

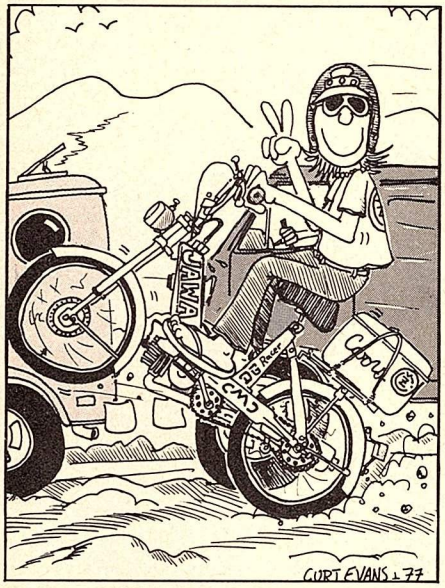
Sneaking in is traditional and a lot of fun. But you gotta be cool. Many big-time promoters are pulling impromptu car searches, so disguising yourself as a spare tire or car jack will be the only successful way. A few weeks before the big race start practicing by sneaking large groups into the local drive-in movie, especially when they are showing X-rated films.

Outfitting your mode of transportation with all the comforts of home will make the races so much better. An ice chest is required, at least one lawn chair for every passenger, an umbrella (one that says Barum is doubly trick), a pair of binoculars (for watching pit tootsies), a stopwatch (excellent for timing how long it takes to get a hotdog), and the final *must have* item is one certified eight or higher pit woofie. If your personal

How To SPECTATE

woofie is scored below eight, leave her at home because you can use the extra room for another ice chest.

The most important aspect of going to the races is letting everyone the road know that you are going to



the races. The Billy Grossi freeway bermshot is an excellent way of announcing your intentions, but often a little too dangerous. The one person who you don't want to know that you are going to the races is the law. When the big-time MX comes to town the highway from your driveway to the track is lined with cops like the Inauguration Day parade. Decorating your vehicle like a high school football game caravan with white shoe polish quotes like "All the way with Heikki" or "Beat Belgium" adds a certain touch of insanity that many people will marvel at. Not the least of which will be the Highway Patrol.

THE RACE: OOHH, AHH AND OGLE

Perhaps the prime difference between a true MXer and a run-of-the-mill MXer occurs at about the 30-minute mark into a moto. When stamina really counts the gutsiest riders start to show, and as it is on the track it is with the spectators. If you are a knowledgeable spectator you will come equipped with a clipboard, stopwatch and entry list. If you wear a spiffy looking jumpsuit with one lone factory emblem sewn above the pocket and stand off by the side of the track jotting down lap times and positions, it won't be long before people start to notice you. Pick out a rider and give him cryptic hand-signals every lap. He'll never notice them, but all the people around you will think he is obeying them. Pretty soon they will step back from the fence when you whip out your chalk-board and write "CROFT plus 3/ - 7." It is only practice and already you have gotten yourself about ten feet of clear fence space. This ploy works really well until the rider you selected breaks or crashes. Then you have to move to a new location and pick another rider.

Another way to have a great day of spectating at an international race is to bone up on elementary German (or Swedish, whatever) and yell furrin' phrases at the riders from foreign countries. Jody Weisel is the most practiced at this. In Germany last year he yelled, "Macht Schnell Herr Wagonfuhrer, Bitte" on a bus and ended up walking to the track. Even better is to learn racing phrases in Polish and yell them to the American riders. If you really start to get into the European flavor of motocross a couple of guys can get together and throw a third friend out in front of the guy who is beating your hero.

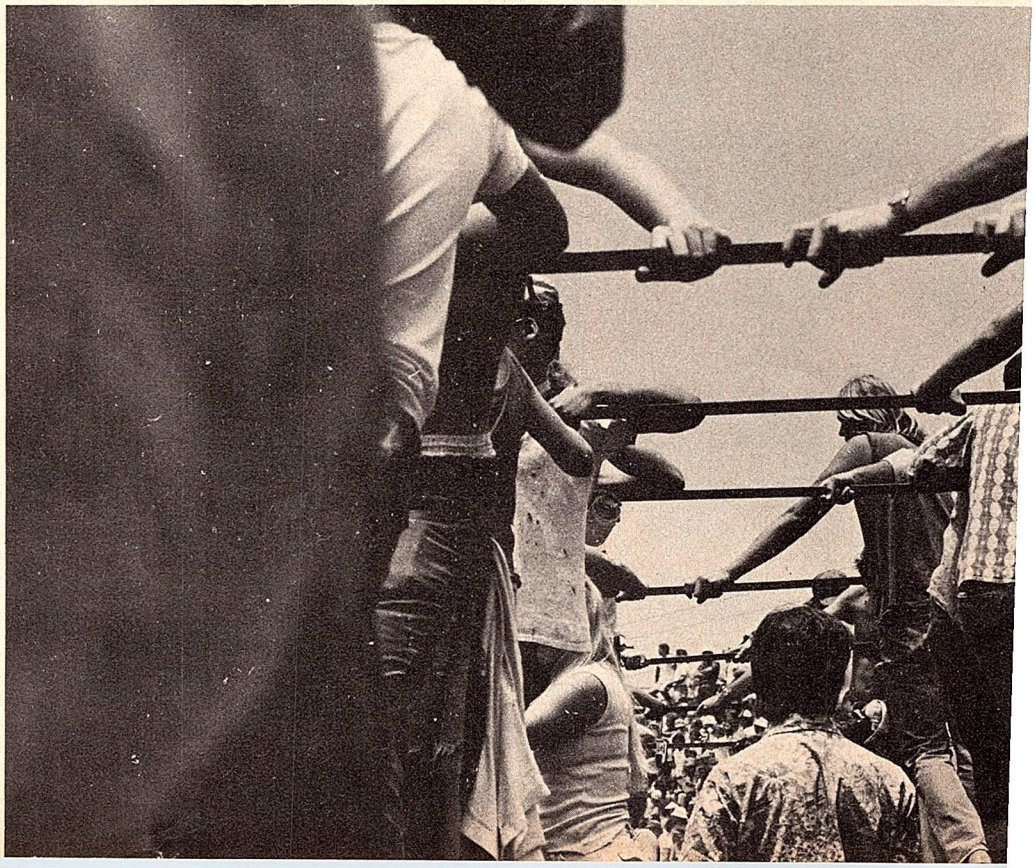
Perhaps the coolest example of race spectating happened at the Superbowl last year. A very enterprising youngster showed up early in the day at the practice sessions and scoped out the scene. Later that night he returned to the races carrying a nicely built yellow flag. Waiting for the right moment, he bolted out of the stands in time to wave off a crash. Then, positioning himself on a haybale, he got to listen to the thunder of big-time MX right up close and personal.

Choice of spectating locations has been a ticklish situation for many a would-be professional ogler. During the 1974 Trans-AMA Series a kid decided that climbing an overhanging tree would be an excellent vantage point. Unfortunately, in the middle of a heavy dice he got so excited that he fell out of the tree and landed on Adolf Weil's front fender. "Ach der Lieber," said Adolf, and "Holy mackerel," said the spectator. He didn't get an autograph.

HOW TO SNEAK INTO THE PITS

First off, we should warn you that the riders and mechanics do not want you in the pits. They are in the midst of serious business and don't have the time to be bothered. Secondly, the promoter doesn't want you in there because the AMA told him that secure pits were necessary if he

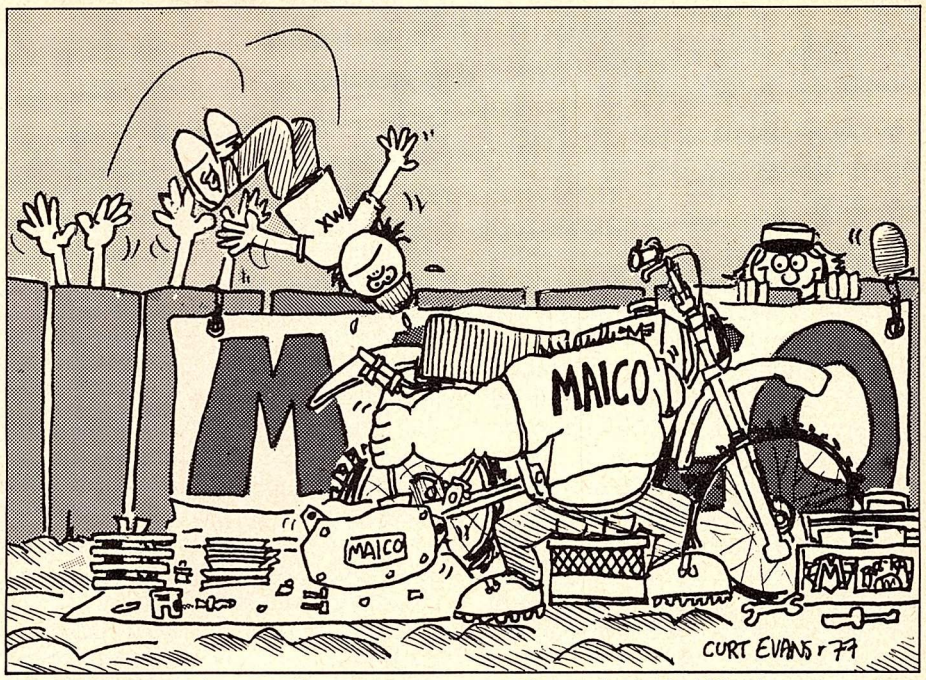
Creative spectating requires ingenuity and daring. Toss caution to the wind. Wear stilts, carry a periscope or climb on Jaak van Velthoven's shoulders.



wanted the sanction next year. Now that we have warned you not to go into the pits, here is how to go about getting in.

The mechanics arrive at the pit gate at eight a.m. Sunday morning with the bikes. The day before at the Holiday Inn race headquarters they were given a small slip of colored paper and a plastic container. Anyone with that slip of paper is admitted into the wondrous world of the pits. If you don't have it, they won't let you walk in like you own the place. Later in the day, around nine a.m., the riders drive up in their rent-a-cars and flash their pit passes. Once everyone is in the pits who belongs in there, guards are sent around to throw anybody without the pit pass bodily out of the place.

Getting into the pits without the pit pass is the first area we will discuss, then we will tell you how to fake, forge and phony a pit pass (shame on us). Riders have pit passes, but they do not wear them once they are in their leathers. It would seem that a rider could give you the pass he isn't using, but if he does he will be fined $25 to $50 if you are caught. Don't ask him. But since riders don't wear their pit passes and there are as many as 160 riders in the pits, who is going to notice number 161? Put on your leathers and jersey, wait until halfway through practice, and then

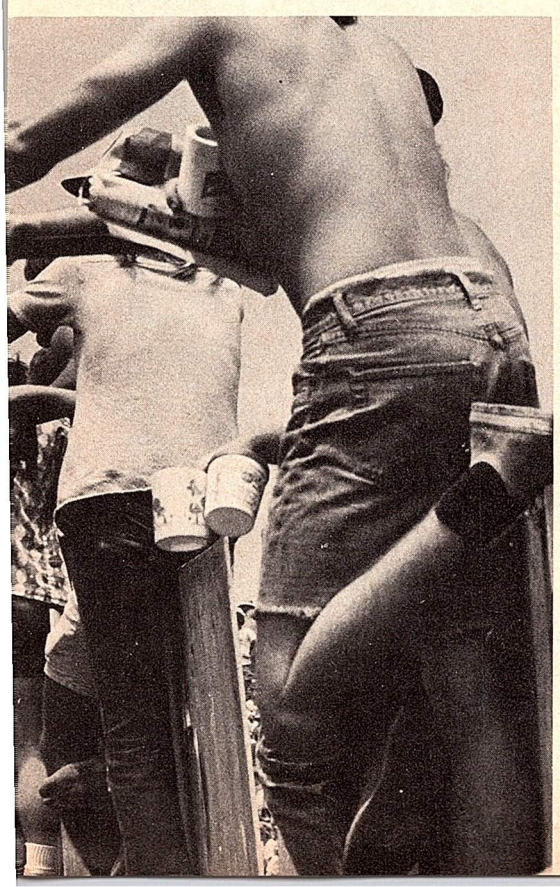


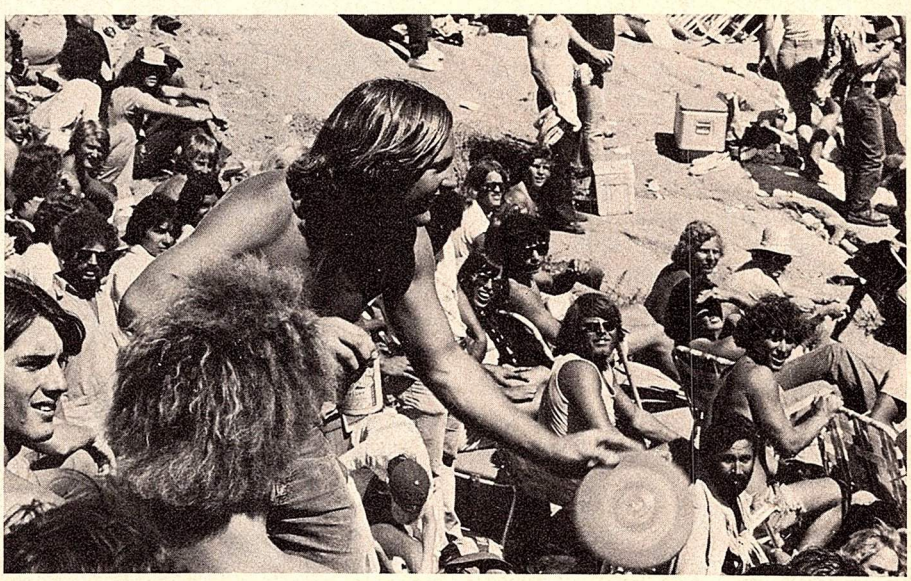
saunter through the gate like you own the place. The guard is too busy to bother with you. He is busy throwing out dudes in T-shirts and jeans. Guaranteed success every time.

Method number two is to jump the fence and hang around until you get caught. You *will* get caught, but the guards are not as rough as they are in Attica, so they will escort you politely out. Jump back over the fence again and keep moving. The best places to jump the fence are where the factory teams have parked their trucks close by, blocking the guards' vision. The mechanics will only turn you in if you jump over the fence and land in the middle of a complete top-end teardown. And by the time they hand you over to the guard you'll be glad to see him.

If you don't feel like jumping, then find the return route that the bikes follow when they come off the track. Normally the mechanics will come down this same route after every moto. By blending in with them, and offering to help carry tools or chalkboards, you might just slide into the pits with them. Carry the stuff right up to the van and then you're in.

The group rush has been known to work on more than one occasion. Two guards are normally stationed at the pit entrance. If you get six guys together and plan carefully, at least three of you will get in. First two guys try to walk in. They are immediately caught, but if they create a big enough disturbance the rest of the guys can try to slip in behind the guards. You won't all make it, but





This guy pays ten bucks for a ticket to watch the races, but is smart enough to know that a Frisbee and a cool one are where the real action is.

How To SPECTATE

the key to all attempts at sneaking in is to keep moving and pretend that you are deaf.

This final method we mention only as a last resort. We are not hesitant to suggest it, because it has been known to work. It just sounds so stupid that no one would believe it. This final method requires the most skill, timing and coordination. Loiter around the pit entrance to get yourself in position at the side of the gate. Wait until a number of people come streaming out and then *back* in. You will actually walk in backwards. It looks like you are walking out. After you get in three feet, stop and tie your shoe or act like you forgot something. Then turn around and walk back into the bowels of the pits. It may sound stupid, but if done with just the right emphasis and flair it will—and has—work.

COUNTERFEITING A PIT PASS

Nice guys that we are here at MXA, we have included a sample pit pass. They come in a very light grade of construction paper in at least eight different colors. The most popular colors are orange, yellow and light blue. Many times more than one color is used on the same day to signify different people or officials.

For starters, a pit pass measures three and a half inches by five inches. It has the letters AMA printed on the left side in a vertical column. Across the top it says MOTOCROSS in capital letters. At the bottom it says PIT PASS. The AMA uses the same pit passes all year. Week by week they vary the color, but the major change every week is that they stamp the date on in black ink.

Steve Stackable's mechanic, Bernie Thompson, once lost his pit pass and was able to take a piece of paper and draw a close facsimile with an ink pen. His pass would not have stood up to close scrutiny, but with a Team Maico truck and 20-inch biceps nobody gave it close scrutiny. We repeat that the secret of effective pit sneaking is to keep moving. No one will be able to scrutinize your pit pass if you keep on your toes.

We are offering you a perfect example to make your forgery from. We suggest several ways to go about it. First of all, you must obtain lightweight construction paper in blue, green, red, yellow and orange. It would be foolish to forge a yellow pass and then find out that they are using blue on race day. Sign-up for the riders and mechanics is held on the Saturday before the race at the Holiday Inn closest to the track (normally). If you arrive there at five p.m. on Saturday and are very observant, you can tell what the color of the day will be. Do not match a rider's color. Select the color that a mechanic is holding. If you're really subtle, you might get a close look at what kind of printing the date is stamped on with. This is known as getting the holeshot.

If you plan to go into mass-production of these pit passes (and they will sell for about a buck apiece to less enterprising pit sneakers), you should consider silk screening the image onto the paper. There is a technique known as photo silk screening which is perfect for this type of work. Go to your local hobby shop, or silk screening place (the guy who does your jerseys) and ask him all the questions. Secondly, you can take the dummy that we have provided down to a printing place. The world abounds with cheap print shops. Give them the sample pit pass and some song and dance about your club promoting a race, and ask him to duplicate it on lightweight colored paper. Have him make 100. Why not? That's how the AMA has them made.

If you are thinking about this as a last-minute shot, you can simply trace our sample onto a piece of paper with a fine-point felt-tipped pen. Be neat and careful, because your effort will pay off when you are standing inside with all the trick scoots, ogling the stars and saying to your friends, "Well, Roger was telling me the other day that . . ."

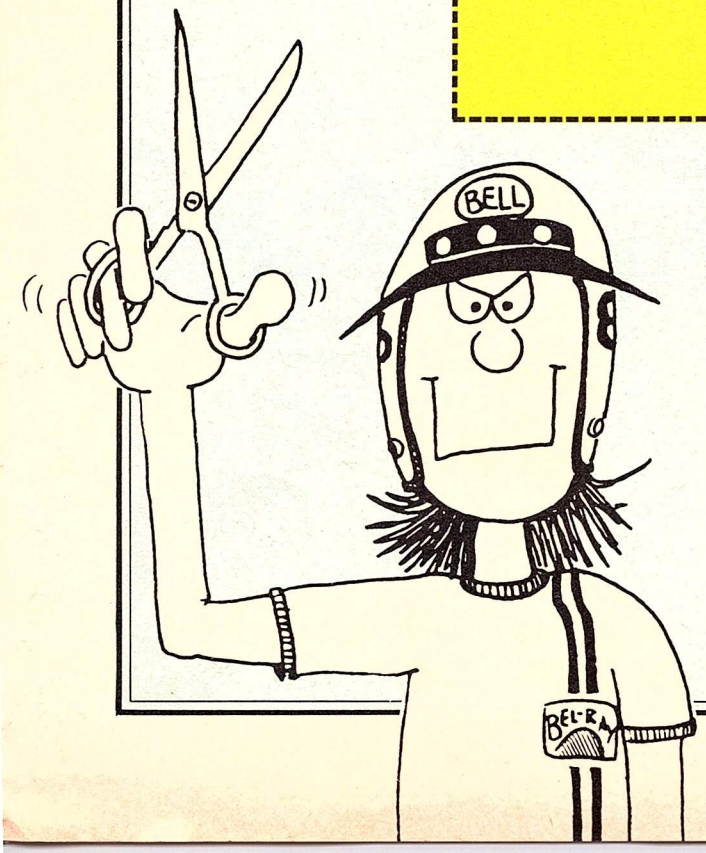
Get involved. Motocross isn't chess or cribbage, get into the midst of the action. Dress funny, get dirty and enjoy yourself.

AMA | MOTOCROSS

PIT A 2222

AMA | MOTOCROSS

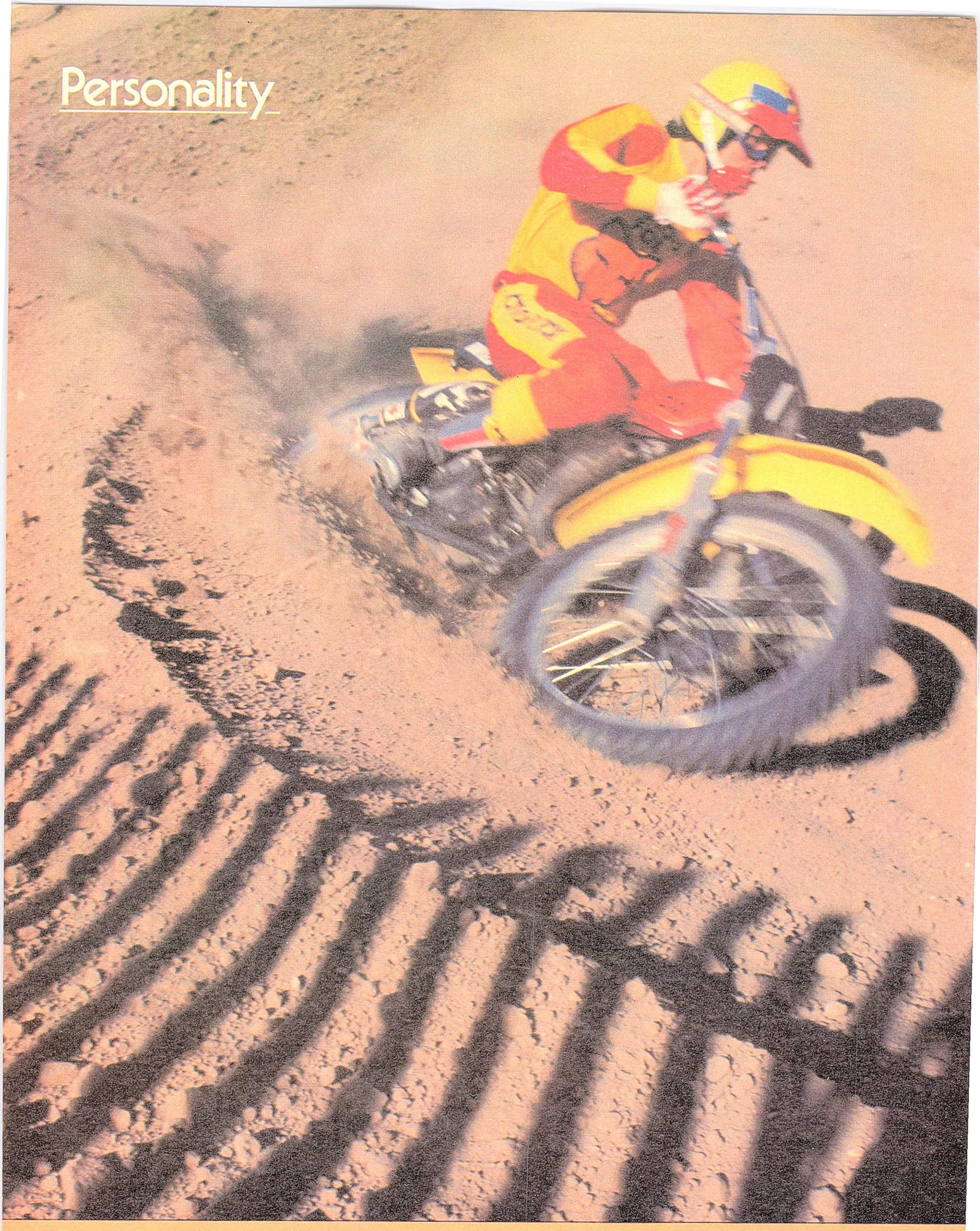
PIT A 2224



This is your sample AMA pit pass. Guard it with your life. Proper utilization of this invaluable scrap of paper will have you rubbing elbows with the high-falootin' factory go-fasters.

MXA'S Pit Pass Phorgery Kit

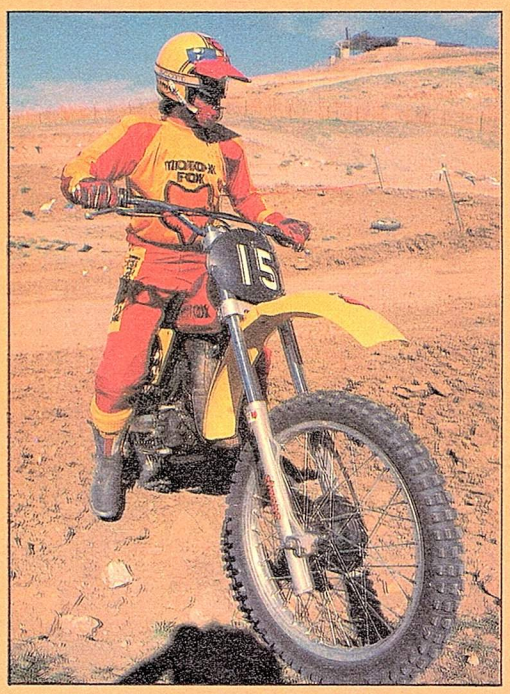
Personality



PAT RICHTER

Overnight success to seasoned privateer

By Jody Weisel



Fortuna, California's Pat Richter will be switching from his familiar Open class mounts to the world of high-rpm 125 racing. Preparing his equipment will be the Moto-X Fox suspension crew.

On a clear, crisp summer night in Los Angeles last summer 70,000 people jammed into the Los Angeles Coliseum to watch the Superbowl of Motocross. Jimmy Ellis won the main event for the second straight year in convincing fashion, but the crowd saved most of their oohing and aahing for the 500 Support class. It would be the last time in stadium history that a Support class would be run, as the new format is totally 250 equipment. Battling for the honor of winning the last battle was Honda's Rich Eierstedt, DG's Gary Chaplin, Suzuki's Jeff Jennings and a host of other well-known circuit riders. In a knock-down, drag-out, off the walls and up in the stands night of racing, a man that no one had ever heard of took an icicle-white KTM to the winners' circle. Pat Richter was an overnight success. Winning the Superbowl Support class was the biggest win of his life and made him a force to reckon with in professional motocross.

But an overnight success he was not. Pat Richter had come down from the far reaches of northern California to race motorcycles eight years earlier. Starting on the TT and scrambles tracks of the northwest, he advanced to motocross and later to the Nationals. Eight years of riding and racing had prepared him for his place on the victory podium that night, but an overnight success was what he was labeled.

Rarely is there ever instant stardom. Rather there is stardom that lasts for an instant. For Pat Richter the Superbowl victory has faded like yesterday's papers and the hard work of the past continues.

PAT RICHTER

Factory teams are watching the young man as he makes his march to the top. And strangely enough, the KTM factory ride that he brought so much publicity to has dropped him because of his ambition to be a national championship caliber rider. Richter's story is intriguing in that he is not a Southern California hot-shot who got to the top by wiring the local tracks in front of the factory reps; instead he took his trusty CZ and privateered the Nationals. The desire to race at any cost and to improve constantly has moved Pat Richter up the ladder of success. Still at the bottom of the hierarchy, still unknown, still striving, Pat Richter is a young man with a future.

For the past two years the young man from Fortuna has left the family logging company to test his skill against the hardened veterans of motocross.

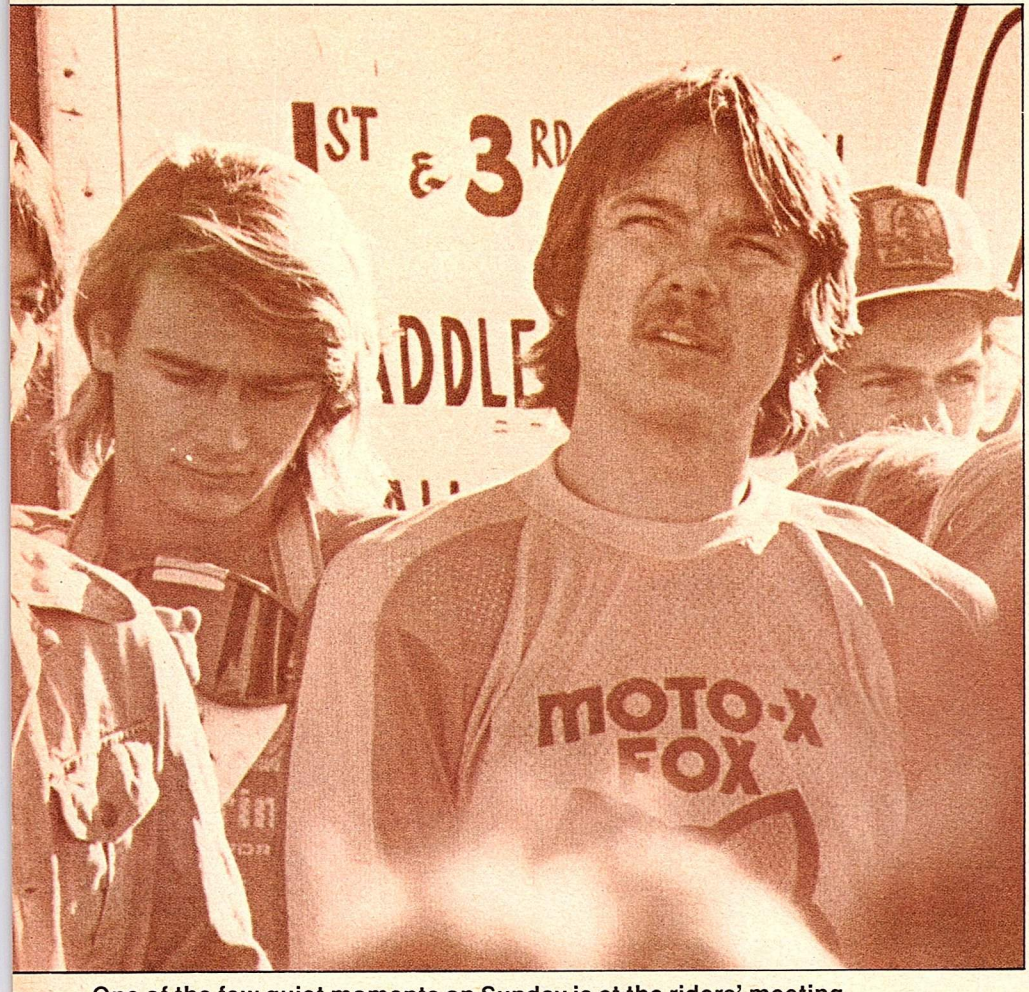
"The first year my Uncle helped pay the expenses. To go to five races it probably cost about $7000 if you count the bikes. It all depends on who you go with." In Pat's first year on the circuit his 400 CZ didn't set the world on fire. The privateer has a tough row to hoe and for Richter it was no different. Driving in his van from race to race, working on the trusty Chay-Zed when time would allow, Pat earned enough points to get a National number, but missed his Expert rating by seven points. "I had to go to a qualifier in Texas last year because I didn't have enough points to qualify for the Trans-AMA. Then by the first of this year I had enough points, but they won't make you an Expert until the end of the year."

"The closest local race is in Sacramento and that is five or six hours south of my house. But how am I going to get a factory ride at my house!"

To a privateer on the road, getting to the rank of Expert is an important step. It means that entry to Nationals is almost guaranteed, plus Grands Prix and Trans-AMAs are an additional bonus. Becoming a professional motocrosser is a difficult task, but if you are from Fortuna, California, it is even more difficult.

We asked Pat if he lived up by Suzuki's Billy Grossi. Grossi lives in Santa Cruz, California, which is about 350 miles away from the heart of Southern California motocross.

"Grossi lives 330 miles south from where I live. When people ask where I live I normally say Eureka, California. They don't have any motorcycle shops in Fortuna, but in Eureka they have four or five. Originally I started racing TT and flattrack, but then motocross got started. For me to get any faster or anyplace in the sport I have to travel. The closest local race is in Sacramento and that is about five or six hours south of my house. But how am I going to get a factory ride at my house!"



One of the few quiet moments on Sunday is at the riders' meeting. Pat analyzes the sky while Bruce McDougal counts his toes.

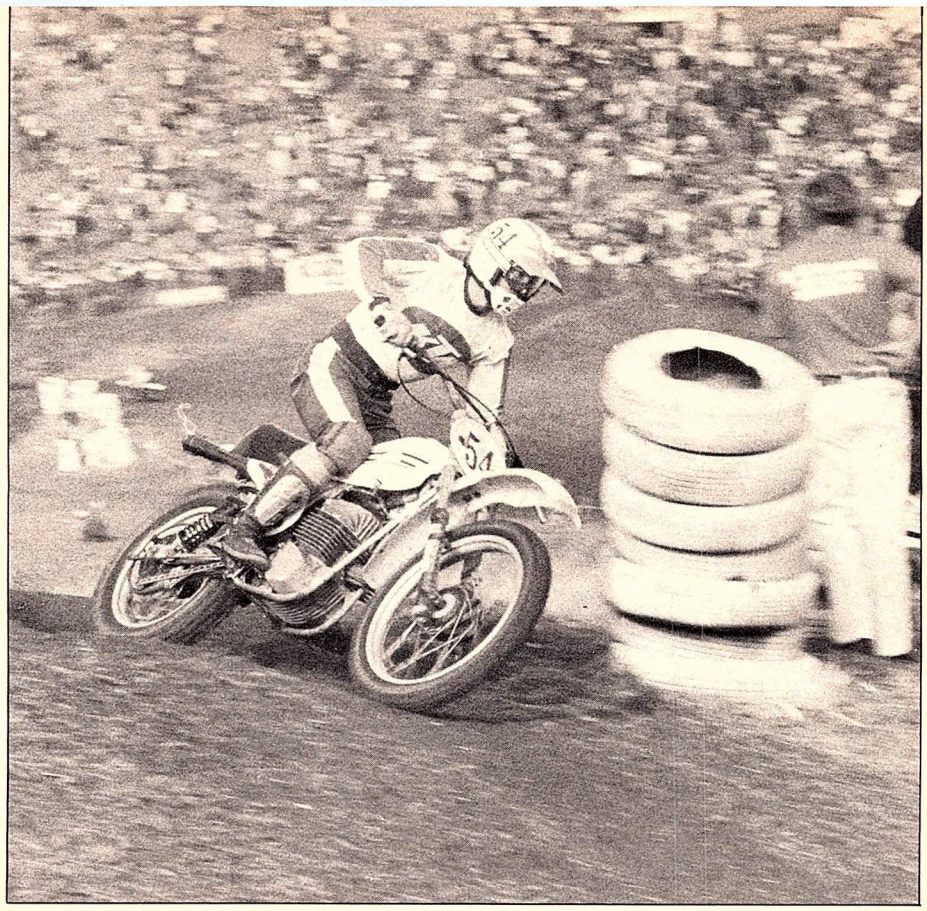
Not known for flashy riding, Pat Richter clicks one at Saddleback.

Richter has to travel several hundred miles just to race a local race, while Los Angeles-based riders race in front of the factory reps every weekend. Richter can't race in Los Angeles because it is over 600 miles from his home.

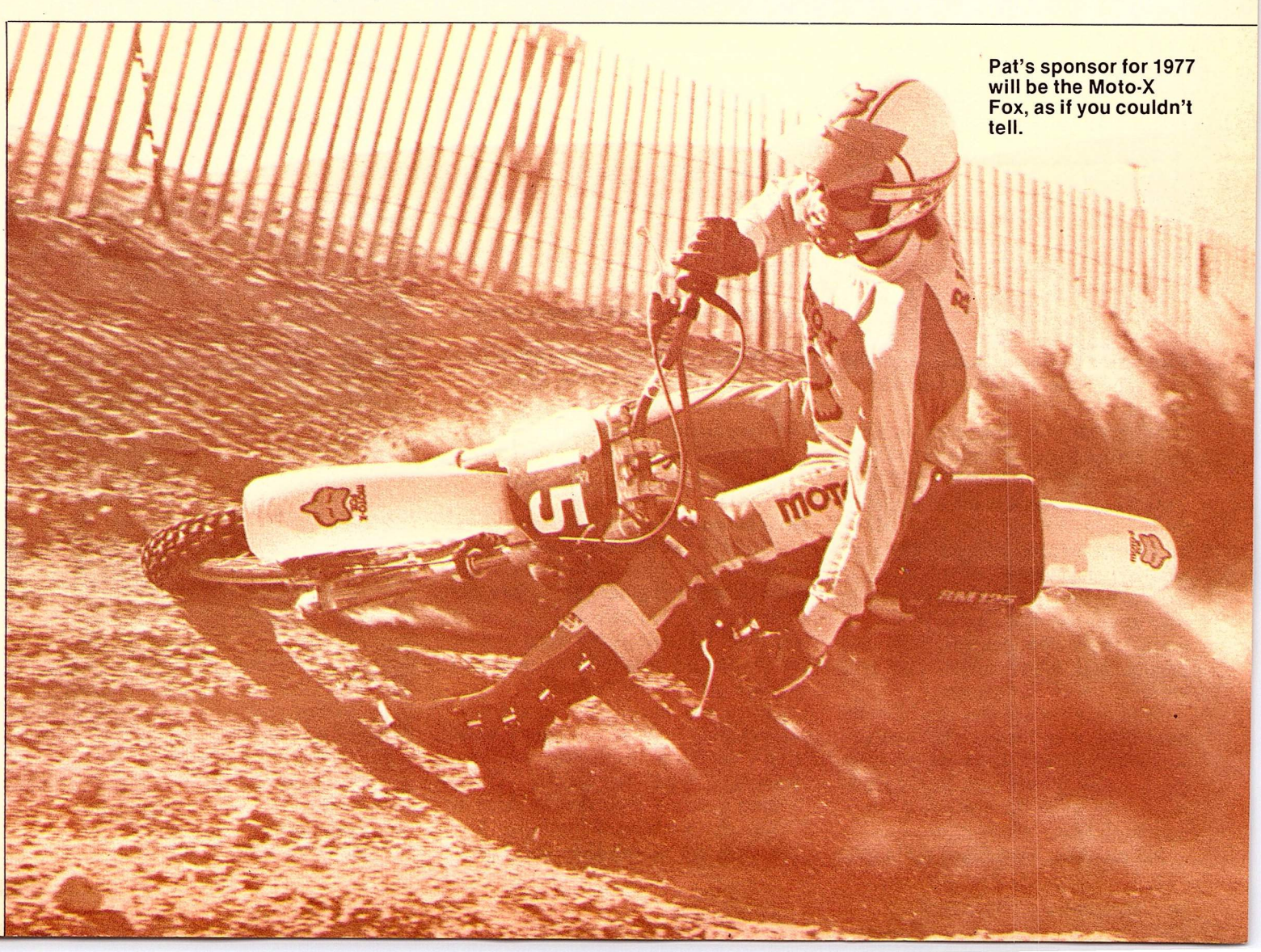
"I won't move down there to get a factory ride. The factories are hiring L.A. guys all the time, but I want to see how long they last, compared to riders from other areas. I had never heard of Hannah until he started riding a factory Yamaha.

"The L.A. riders win a lot of races, but all the fast guys down there are split up between several tracks. Where I come from all the fast guys show up at the same track. You can't build a name up north by ducking competition. They look like they are going really fast. They get a lot of publicity, and it pays off."

It is a fact of life that throughout the United States many young, fast riders are being ignored because they are not readily visible. But Pat Richter went onto the National circuit and made a name for himself. He didn't rocket to the top in his first year, but



At Sears Point Richter finished 11th in the International class.



Pat's sponsor for 1977 will be the Moto-X Fox, as if you couldn't tell.

The Fortuna Flash always looks ahead.

PAT RICHTER

steady riding on his overweight CZ paid off. KTM became interested in him and offered to supply him with bikes, parts and a mechanic. Chuck Tannlind is Pat's mechanic and friend. Chuck and Pat took the KTMs and honed them into an effective weapon. Officially Richter was sponsored by KTM Imports, but only if he rode in the eight western states that they distribute to. If he ventured east into the land where KTMs are called Pentons, he was on his own. The AMA National circuit is in the East and that is where Pat and Chuck headed.

"This year was a lot better than the year before. I had a better bike and a good mechanic. But the KTM ride went away. I don't want to say anything about losing that ride. KTM doesn't want to sponsor anybody who is going to go out of the eight western states." KTM's sponsorship was good for Pat, even if it was limited and abbreviated. With the mighty 400 KTM under him Pat began to put it all together.

"I think I did OK last year. I could have done a lot better. The highlight was winning the Superbowl Support class. I also got seventh in the Open Nationals and finished well in a couple of Trans-AMAs."

Pat did more than finish well in the Trans-AMAs. By reports of more than one team manager he was the single privateer to watch. Tony DiStefano first saw Pat Richter at a 500 National and came back saying, "That guy is on the gas." And Tony was in a position to know, because he was behind Pat for a long time. Perhaps the brightest moment of Pat's 1976 Trans-AMA series was the Michigan round.

"I won't move down there to get a factory ride. The factories are hiring L.A. guys all the time. I had never heard of Hannah until he started riding a factory Yamaha."

"I got the holeshot at the Michigan Trans-AMA, but unfortunately we had switched engines just before the first moto. I had lost second gear in practice. The new motor wasn't jetted or anything. It was too lean and I had to back off in order to finish."

When Pat backed off to preserve his engine—and a privateer must finish to get paid—it still took the leaders a while to get by. Those leaders were led by Roger DeCoster.

For Pat Richter racing is his life. He grew up working in the family logging business. He has a realistic and tough outlook on life. He wants to make it to the top. In these days of the million-dollar racing teams, the bonus baby hot-shoe and the pampered life of the star, it is hard to imagine

Richter ran away with the Mammoth Mountain MX until suspension problems slowed him down.

that Pat Richter, the fastest privateer, doesn't have it any better than you or I. But what Pat Richter has that separates him from the mass of motocrossers is the skill to race with the best and the determination to get out there and take a shot at it. When asked what a factory ride would mean to him, he thinks quietly for a moment and then decides that he can't imagine what it's like. He talks about things like practice bikes. To Richter a practice bike would be a luxury. They get paid to race, win or lose, and this seems like heaven to him.

"The privateer way is a lot harder to do. If everything went just right and a rider got mentally into it, a privateer could defeat the factory teams."

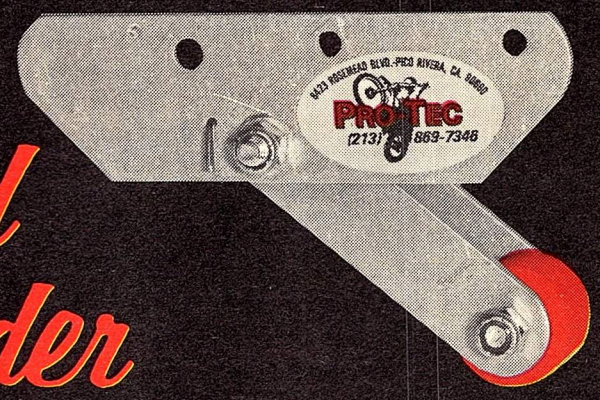
"The factory riders get everything. The privateer way is a lot harder to do. You don't have the same amount of equipment or money to spend. If everything went just right and a rider got mentally into it, a privateer could defeat the factory teams."

Pat Richter is out to prove that the privateer can defeat the factory teams, not because he wants to be a privateer, but because he wants to win. The 1977 season is about to start and Pat Richter's racing program is already formulated. Sponsored by the Moto-X Fox, Pat is considering the 125 class. At 155 pounds and 22 years old, Richter may have the perfect combination of maturity and style to do well in the one-two-fives. Plus, there is less factory competition to face. But Pat has never raced the 125 class and is a little nervous about his chances. Just in case, Moto-X Fox is preparing a 250 for Pat also.

"The 125 class is a horsepower game. The fastest bike will win. The little bikes go faster through the corners, but it is not as hard on your arms. It is harder mentally."

Pat Richter is determined to become a champion. He states that he will not just hang on. If he can't make it to the top he will quit and do something else. Odds are that he won't have to quit. No other rider has shown himself to be so capable of running with the factory riders week in and week out. KTM's loss will be some other factory's gain when Richter starts cooking.

FROM OUT OF THE WEST IT'S Red Rider



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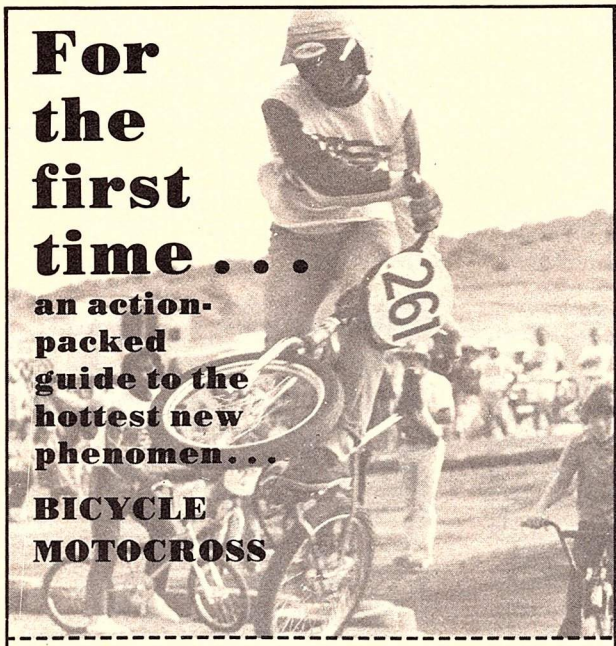

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Circle Number 10 on pg. 73

LOCAL HEROS and TOMORROW'S STARS

The hotbeds' hottest hands

RON TURNER–California

By Rex Reese

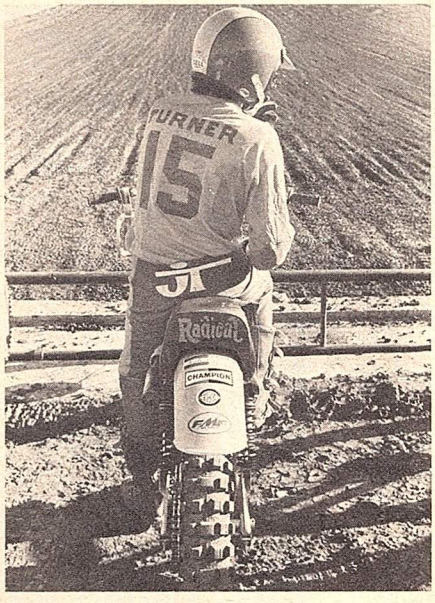
With a year-end tuneup session on the adobe tracks of SoCal behind them, the machinery for 1977 is primed for action as Donny Emler's Flying Machine Factory has prepped Ron Turner to be their number one rider in all national motocross competition this year. According to the big plans, "Radical Ron" will be wearing the red/orange FMF jersey in the 125 National events, which will mark his return to the circuit that saw him finish seventh overall in '76.

The Emler/Turner combination believe that they have a better crack at the 125 crown this year since there's the possibility that former 125 kingpin Marty Smith will be battling it out elsewhere, in the Open class or the 250s. With that in mind, Ron and Donny are confident that the championship will be a little easier than last year.

With the possibility of a 125 free-for-all, the battle for top 125 may resemble a SoCal CMC Sunday race, as Suzuki shoes Danny LaPorte and Jeff Jennings, along with factory Yamaha riders Bob Hannah and Broc Glover will wind up duking it out with Turner in their run for the roses which will take them from coast to coast and knobbie to knobbie. Turner himself says that this year's Nationals "will be more like a local race" as he sizes up his competition.

And—as they say—"You ain't seen nothin' yet!" FMF will enter the 20-year-old Turner into the competiton of the cubic megabuck domain of the factories, a.k.a. the grand prix motocross circuit of Europe. This being a first-time venture for both rider and sponsor, they will focus their entire efforts upon the 125 class with Belgium being the trial-by-fire initiation round just to check things out. "And if I do good there," says Ron hopefully, if not enthusiastically, "we'll go back to Poland." The Italian and Canadian GPs are on the list as well, if everything goes according to plan.

For Turner, who races all three classes every week in California, 1977 is a year of high ambitions and backing that could very well elevate Radical Ron from the ranks of the common hotshoes to "Privateer of the Year."



California's Ron Turner is sponsored by the Flying Machine Factory.

SoCal racers can race as often as three times a week. Going National means that Turner must give up the guaranteed win at home.

Motocrossers test themselves week in and week out on the local tracks that dot our country. The Tony DiStefanos, Gaylon Mosiers, Bob Hannahs and Roger DeCosters of tomorrow are riding in the Junior class today. A National Championship event is nothing more than a meeting of all the local stars from coast to coast.

The hotbeds of racing are California, Texas and Florida. Southern California's competitive local racing scene is centered around Saddleback Park and Carlsbad Raceway. From this rare genetic pool of racing have come Marty Smith, Bob Hannah and numerous other National stars. Texas racing is perhaps the most hard-fought in the nation, because when Texans meet to decide who is best they all show up at once. Wyman Priddy, Steve Stackable and Kent Howerton are products of continuous Lone Star dicing. Florida has the Winter-Series and the warm weather. It also has the toughest tracks in the world. Power-robbing and arm-numbing sand means that only the strong survive.

With this in mind, MOTOCROSS ACTION would like to introduce you to the hottest locals from across the nation. Their dominance or style have made them heirs to the throne. Local heroes now, but the stars of tomorrow.

HAROLD BUCKINGHAM–Florida

By Jim Gianatsis

National recognition is something most riders from the southeastern area of the United States don't get a lot of. Being located some 3000 miles from the Southern California-based motorcycle industry and distributors, there are a lot of top-notch motocrossers who never get the support they deserve. Every step up the ladder from amateur to professional seems to be a struggle with no top rung in sight. If you need proof, just ask some of the southeastern hotshoes like Don Kudalski, Mickey Boone, Dan Farley and John Joyner. They're still waiting for that elusive full-factory support that the SoCal riders have made their personal property.

One Florida rider who someday may break the southeastern racers' jinx is 16-year-old Harold Buckingham from St. Petersburg, Florida. Harold began racing about four years ago, first on a mini-bike, then switching to a 125 CR Honda when they became available. His parents backed him up in his racing, which continued to improve to the point where, at the age of 14, he was able to pick up on a Yamaha sponsorship from Barney's in St. Pete.

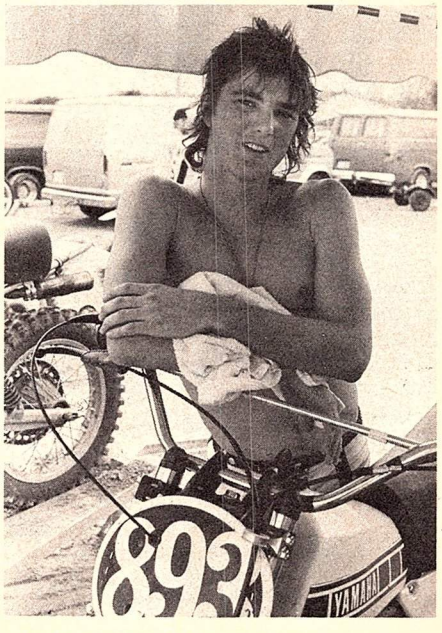
It was the 1976 Florida Winter-AMA Series which saw Harold entering both the 125cc and Open Amateur classes. "It was the first time I had ever raced an Open class bike, and I ended up winning every race on my 400 Yamaha, except for one race in which I placed second."

We did almost as well in the 125cc class, and by the end of the five-race series had taken the overall Florida Series Amateur title in both classes. A few months later Harold turned 16 years old and picked up his AMA Pro license. He raced a couple of the Support classes in the Nationals during the year, but wasn't concerned with high finishes.

"I'm still looking to gain a lot of experience and then I'll start worrying about going fast. Trying hard and learning is what's most important to me now."

Harold must have learned a lot already. At 16, he's the hottest new motocrosser in the southeast, just waiting to let the rest of the country find out as well.

Harold Buckingham's Florida Winter-Series results surprised a few factory hotshoes.



Florida's Harold Buckingham

BOBBY PICKARD–Texas

By D.H. Nielsen

Bobby Pickard is no different from most fun-loving young men of American suburbia, except for the fact that he's the best motocross rider in north Texas. A consistent two-class winner at tough tracks like Lake Whitney and Mosier Valley, 19-year-old Bobby doesn't seem to have a serious bone in his slight-but-tight body until dumping the clutch on either a 250 or 400 Penton when the gates drop. Then his quick smile and amiable innocence turn into a WFO harmony of man and machine that invariably finds the quickest way to the checkered flag and the head of the payoff line.

His proud papa, Bob Sr., a trail and enduro enthusiast himself, put Bobby aboard a moped at eight, and immediately he began cutting a racetrack with it around Grandma's house. Even then, Bob Sr. was clocking the kid's progress with a stopwatch. By age ten, aboard a Honda Z50, he could easily keep up with the men on trail rides. After seeing pioneer Texas riders Anthony Jones and Wyman Priddy blow everyone off, Bobby was determined to follow suit, and at 12 trophied first time out on a 90 Yamaha, followed shortly by winning rides on a Bultaco 100.

Foy Brewer of Arlington's Super Sycle put Bobby on a 125 Penton in '72, and after a short tour through the Junior ranks, Pickard went Expert and won in his first effort at Swan Raceway in Tyler, Texas.

The races between Bobby and Honda rider Danny Doss during the following months are a story in themselves, but suffice it to say that Bobby and ace wrench Ray Spears performed minor miracles keeping the 125 Pentons and Huskys in contention with the faster Yamahas and Hondas of the time. In 1973, Bobby's real potential began to surface in the form of his 250 Kawasaki rides for Curtis Terry's Kaw shop, and although he was a threat in his own class, Wyman Priddy took an interest in the young charger and helped him with technique, finding lines, working out, and inspiring Bobby to be heir to his big-bike dominance in the area.

Pickard's first AMA Pro outing was at Lockhart, Texas, in the '74 Tex-AMA Series. Lining up against Jim Weinert, Gary Jones and Steve Wise psyched him right into a tree in the first moto, and unfortunately, the stigma of hyper-nervousness has haunted him in Pro racing ever since. Even so, he kept winning locally and picked up his current ride from Penton Central in '75. Bobby's confidence in "big" races started forming in the 1976 Supercross Series where he ended fourth overall in 500cc, but he was kept off the National trail after tearing up a knee at the Lake Whitney "Mother's Day 5000" in a tangle, ironically with Wyman Priddy. Pickard swears by his Pentons and digs racing, but doesn't feel ready to give up home, college and friends to pursue the National MX grind yet, although he'll race the Supercross again this year wearing number 601.

Sportsmanship and a love of life earmark Bobby Pickard probably more than anything else. Who else would turn around in a race and pick a bike off a pinned rider? Or get a broken nose from a snapping rubber band? Or walk on stage to get his high school diploma after being handcuffed by other members of Team Wasted?

Pickard races both 250 and Open every weekend, although he started as a hot 125 rider.

Texas tornado Bobby Pickard explodes a berm at his home track, Mosier Valley.

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Race Test

HUSQVARNA CR390

The Purple Powerhouse

Husky is very proud of their slick new racers because they know they've done a good job. You've probably already heard their ads proclaiming, "The Vikings are coming! The Vikings are coming!" What you're probably wondering is, why aren't they here?

The problem arises from the company who manufactures the upper fork legs for Husky. Their first shipment contained faulty sets that were dangerously soft, slowing production of the bikes and making it almost impossible for even Kent Howerton to score a new 390. We at MXA, however, have been lucky enough to snag a new big-bore Husky.

NEW, IMPROVED AND DIFFERENT

Remember Husqvarna 400s? They became Husky 360s. Now it's a 390. 390! The figure brings visions of bulging horsepower and uncontrollable wheelies. It sounds much more ominous than a 400. Anyway, the Open class Husky now has a larger-displacement engine, along with a through-the-frame snake pipe which closely resembles the Protopipes factory Husky riders helped develop. The new engine has a longer stroke than previous models due to the utilization of a second over single-ring 360 piston. The cylinder also gets new porting.

Carburetion is the same, through a Bing 36mm, and a Motoplat CDI ignition continues to keep the piston popping. The rear positions of the magnesium cases now form part of the swingarm pivot, while two motor mounts are now used up front. Also, the flywheel cover is round. A beefier Twin Air air filter element is used which has a unique waffle shaped pattern to it. The air filter cover is plastic, replacing magnesium.

Like all the '77 Huskies, the 390 has had its steering angle reduced to provide for a quicker feel. Pulled in

We have some good news and some bad news. The good news is that Husqvarna is not only offering a totally improved factory replica, but they have lowered the price for 1977.

The bad news is they are completely sold out of the new 390s and none will be available until next year.

HUSQVARNA CR390

two degrees to 30 degrees, this is probably the most significant change felt when riding the bike.

Suspension has been increased both front and rear. New leading axle forks offer nine inches of travel and use one wiper and two fork seals to keep crud out of the internals. Swingarm and frame modifications were necessary to increase rear wheel travel to 9½ inches.

The 15-inch gas Girlings use a new dual-spring setup where a separate short, soft spring mounted at the top absorbs the initial contact. Two chain guides serve as Husky's first attempt at a serious tensioner but fail at the job. Wider plastic fenders are found on this year's Husky. Another change is the swept-back triple clamps which mount the handlebars in a backswept angle and allow the forks to be moved up or down to alter the rake even more. The bars have a different bend to them and are rubber-mounted. Smaller detailing includes a piston ring in the Girlings, needle bearings for the swingarm and soft-style Magura grips. We put on some Ourys and went racing.

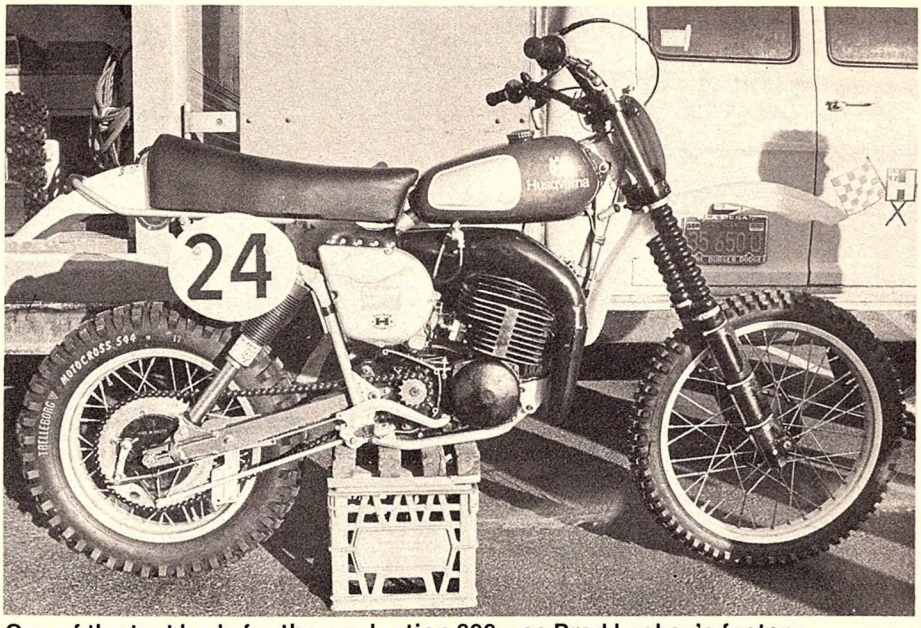
LIFE IN THE OPEN CLASS

Present 360 Husky riders are looking at the new 390 with a twinkle in their Carreras. This is just what they've been waiting for to show all the Suzuki 370 riders what a good European machine will do. But, in Open class racing, the real threat lies with the swarms of Maico riders who consider the event a race for Maicos only. Any other brand on the line gets a cold shoulder and a snotty remark. Not the Husky. For the first time a lot of Maico riders were seriously doubting that they did have the ultimate.

The 390's close resemblance to the works bikes draws nervous stares from your fellow competitors until the two-minute sign goes up. Snap your Jofa into place and get ready. This is the hardest part of the race for two reasons. One, you've got to kick the Husky over. The kickstarter is awkward and bogus, and if you fall during the race and have to restart, it's necessary to spend precious moments exploring for neutral before taking off in your merry chase to get back in the lead. No primary kick is a bummer. The second hassle for some of us is climbing back onto the bike before the gate drops. The Husky sits extremely tall, and unless your bod is equipped with its own long-travel suspension, you'll have to tippie-toe most of the time.

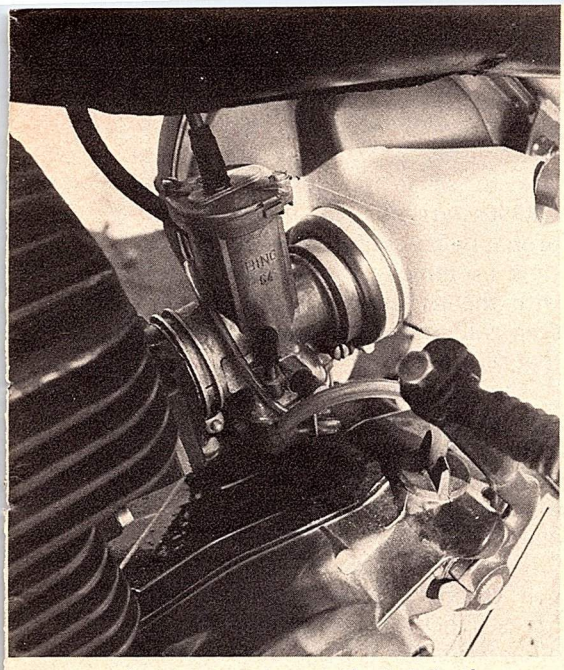
All set and ready to jet, you knock it into second for the start. Right before the gate drops you'll notice that the clutch doesn't engage until it's almost all the way out. You keep inching it out slowly waiting for some type of pull, but you don't feel anything until the end.

In stock trim, the 390 will pull holeshots. Power from the punched-out motor is outstanding. As soon as your right wrist begins to gassit the 390 is pulling strong. From the very bottom of the powerband it picks up and continues to pull steadily. There are no flat spots. Besides the obvious advantages of getting you out of the

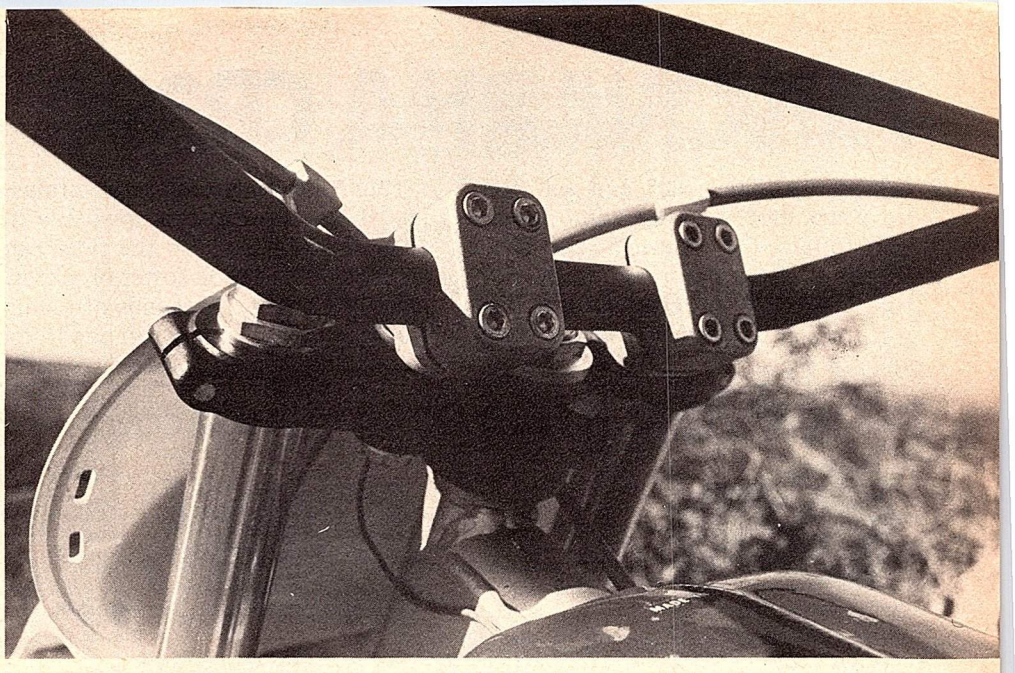


One of the test beds for the production 390 was Brad Lackey's factory Husqvarna. This is the 17-inch rear wheel model he used to score a second place at the Saddleback Trans-AMA. Main differences between this and the stocker are swingarm and Moto-X Fox Air Shox.

Jody was supposed to stay on the inside to demonstrate the neat new cornering abilities of the '77 Huskys, but for some strange reason the Hoosk couldn't pass up that big berm. It must be hereditary.



In order to change the jets in the 36mm Bing carb, the air box has to be unwrenched and budged to the side so you can get into the float bowl.



Rubber-mounted handlebars are swept back in the new triple clamp design which allows the fork positioning to be altered.

turn extremely fast and massive acceleration qualities, the 390's grunt lets you click into the next highest gear no matter where you are on the gas. This short-shifting technique can be used to the point where you're shifting like a 125, yet holding a steady amount of throttle to keep from gassing it and letting off. The 390 prefers it if you use the clutch, and will hit neutral sometimes if you don't.

Husqvarna claims their 390 uses a six-speed gearbox. You'll have to take their word for it, because we never got past fifth on any track. By changing sprockets you can hit on a gearing combination which will allow you to use second through sixth, since first was too low for any moving situation.

Gear ratios are closely spaced yet complement the powerband. Although the 390 has the ability to pull a more widely spaced gear ratio, the present setup allows you to take better advantage of the short-shifting method.

Since the Husky delivers so much immediate power, downshifts going into a corner aren't always needed because you can roll out of the turn in a very high gear. Not the type of situation where you're lugging the motor and hoping you can get by without going down a gear, but confidently, with power and control. The trick is to get into the highest gear possible and utilize the power everywhere rather than shifting so you're only riding wide open.

Another characteristic of the larger-displacement engine is the intense amount of vibration. The rubber-mounted bars help as much as possible, but don't keep your eyeballs from bouncing. The 390 shakes, rattles and rolls across the track, tingling at every blip of the throttle. The once-solid Husky turns into a shivering bag of bolts. It's the price you pay for a big-bore. Proper tightening of the motor mounts and flywheel keeps the nuisance from becoming a major.

Brakes on the Husky aren't the instant response "power brakes" as are found on Japanese scoots. They have much more feel to them. They're a little mushy, but give good feel and produce a soft, progressive and firm action. They're strong and stop quickly, but they won't lock up and stall the engine.

It has been said by some that Heikki Mikkola could win the World Championship riding a moose. The big Finn has proved he can manhandle a Husqvarna against the best, but what Husky was slow in realizing is that not too many of us ride like Heikki. He attacks the track, we do whatever it says. We ask our bikes to turn, Heikki tells them. But Husky riders didn't want to have to force their bikes to turn; motocross bikes are supposed to do that instinctively. Yet, lap after lap the Husky-mounted competitor would come barreling into a corner, desperately searching for his only means of survival—a good, sturdy berm. Now that Husky has pulled in the front end of the bikes, the steering is much more precise. Cornering is sharp and accurate, and the bike responds much quicker. The Husky freaks freaked out when they rode the 390. They complained that it felt funny, weird, bizarre. We were the first to point out that the new Husky doesn't handle weird. It *used* to handle weird, now it's normal.

The new leading axle forks and Metzeler rubber contribute to the good feel in the turns. The front end will hold an inside line very well. Berms are approached with much more caution since the bike sits so high, but the Husky still likes to be leaned way over. The 390 is quick to square off in the middle of a slide, and if you're going to pitch the Husky into a slide it's a full-on commitment, otherwise the bike will try to straighten itself out. Since Husqvarnas have always been extremely stable on the straights, off jumps and up and down hills, the new cornering abilities finally complete the package.

The Husky's long-travel suspension doesn't transmit any jolts. It has a soft, spongy feel to it, almost like you're riding in slow motion. You casually approach the stutter-bumps coming into a corner and let the bike absorb everything below you. It sorta rolls over the whoops, and landing from jumps is never violent or harsh. Overall, it transmits a tranquil ride, and the racer never has to worry about hitting anything too hard, for he knows that the Husky will take the punishment for him. On some off-

HUSQVARNA CR390

camber turns the back end will hop up when the forks are compressed, only to have the front end rise as the shocks soak up the bump. Soon you find yourself "seesawing" back and forth while the bike gains momentum and rhythm.

The front forks use two springs. The short upper one is available in three different rates so the rider can make the fork action softer or stiffer. After a couple of weekends of racing the forks became really soft and lost a few inches of travel whenever you'd sit on the bike. Sacked-out fork springs were the culprits, a problem Husky is well aware of. They recommend using 240cc of oil and about five to seven pounds of air. All CR390s arriving in the U.S. will probably be equipped with air fork caps to remedy the problem. Even with the trick wiper setup the fork seals still leaked, a Husky tradition that refuses to die.

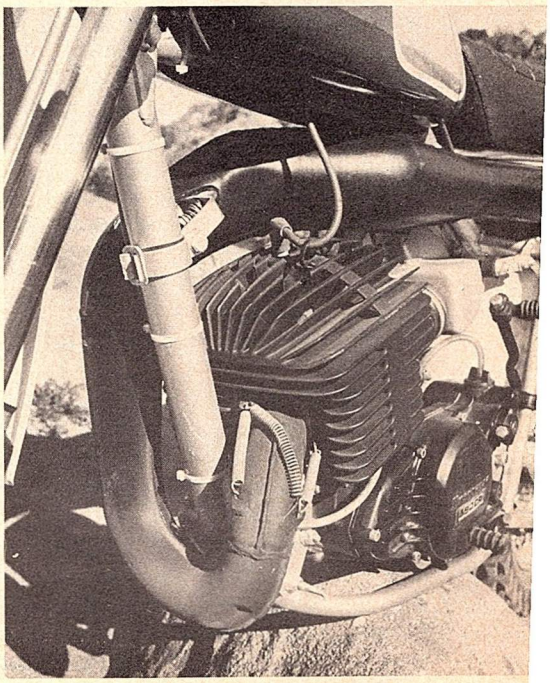
The laid-down gas Girlings gave a very smooth, controlled and steady ride. They didn't fade during the length of the moto and are still working strong after several racing weekends. The shocks use a dual-spring system with a light 80-pound spring and a heavy 130-pound one. The upper shock takes the initial impact along with the lower, longer spring. In riding the bike there is no way you can feel the transition where one spring leaves off and the other begins to work.

The heat-treated chrome moly swingarm might look feeble, but in reality just the opposite is true. It showed no signs of flexing and gave a solid ride. It is longer than last year's and reinforced with an additional brace in the rear.

The kickstand is bolted to the swingarm and should be removed before it does some harm.

SOME NEGATIVE VIBES

There are a few bogus things about the 390. The brake lever felt too high, so we went to adjust it and discovered



The through-the-frame snake pipe stays clear of the racer's legs, but the funky kickstarter doesn't.

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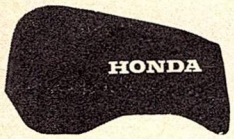

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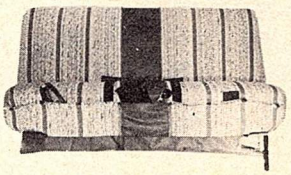

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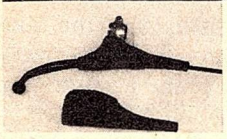

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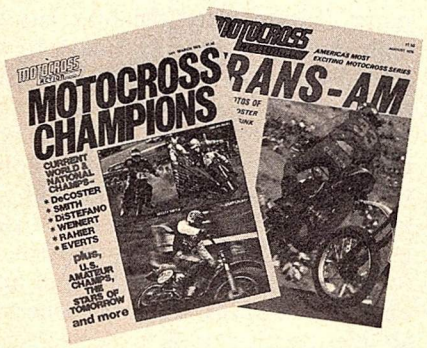
Circle Number 25 on pg. 73

DYNAMIC MOTOCROSS SPECIALS . . .



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that even if we adjusted it to the max it was still too high. The range of adjustment is very small and it can only be brought down closer to the peg a small degree. This means that when you go to brake for a turn you have to lift your foot to get at it. The boot then has a tendency to remain rested on the pedal, causing the brake to drag exiting turns. The pedal also exhibited considerable side movement and a general flimsiness. The number plates are brittle plastic with the strength of fine china. Being mounted to the rear of the bike makes them even more fragile. Why don't they give in and have regular sideplates like everything else? To change jets, the air box has to be loosened and shoved out of the way to give access to the carb. Why don't they make a regular air box too—there's plenty of room.

We had problems throwing the chain, even though the countershaft sprocket and swingarm pivot are closer. The two chain guides don't do an adequate job of keeping the chain in place, and the countershaft case makes putting the chain back on next to impossible except under controlled conditions. To direct the throttle cable over the pipe, a wire guide is used. The cable should be taped here or the wire will wear away the outer casing of the cable. Tape up those little plastic caps that let you oil the cable or you'll lose the tops of them.

The crankcase breather is a hose sticking out of the oil cap, instead of an integral valve. The pegs are better but still bad. All of our complaints are little ones. There are no major hassles and we never DNFed. One of the number plate brackets broke, the countershaft seal blew, the fork springs sacked, and the number plates cracked, but that's all, folks.

Owning a Husqvarna is still a matter of pride. The bike is a masterpiece in quality and as dependable as a grizzly in hibernation. The major displacement, suspension and steering changes made to build the 390 have translated very well to the track. The completely different feel to the new Husky will undoubtedly tempt other riders to try to start practicing up on their Swedish accents. The 390 is a functional, professional, easy-to-work-on piece of racing equipment which is modeled directly after the factory prototypes. Besides that, it'll beat Maicos.

Out of the hole, the Hoosk hooks up hot.

SPECIFICATIONS

Make	Husqvarna
Model	CR390
Country of Manufacture	Sweden
Retail Price	$1795

ENGINE

Type	Two-stroke, piston-port, reed-valved
Bore & Stroke	83 x 71mm
Displacement	384cc
Compression Ratio	11.5:1
Carburetion	Bing 36mm
Ignition	Motoplat CDI
Lubrication	Pre-mix
Air Filter	Twin Air oiled foam

TRANSMISSION

Type	Six-speed, close ratio
Primary Ratio	30/68 = 2.27
Final Ratio	13:53 (4.08)
Clutch	Six-disc, light alloy
Gear Ratios	19.1 14.4, 11.4, 9.6, 8.1, 7.2

SUSPENSION

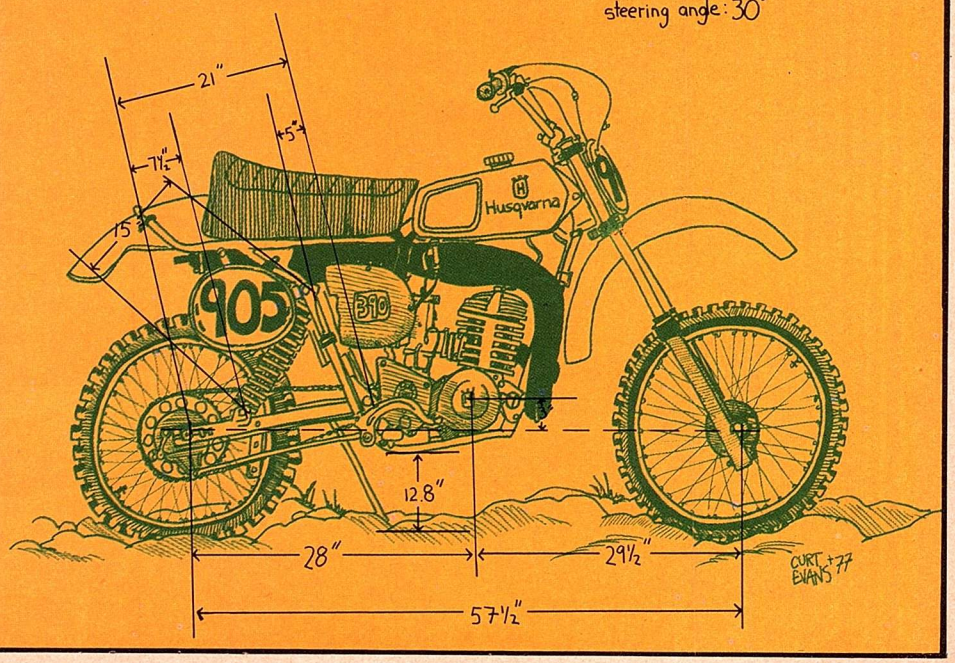
Front	Hydraulic w/spring, leading axle
Rear	Laid-down gas Girlings w/dual springs
Travel	Front: 9 inches, Rear: 9½ inches

DIMENSIONS

Wheelbase	57.4 inches
Ground Clearance	12.8 inches
Track Weight	221 pounds
Weight bias	Rear-55%, Front-45%

CAPACITIES

Fuel	7.8 liters (2.2 gallons)
Transmission	1.6 liters
Forks	0.24 liters



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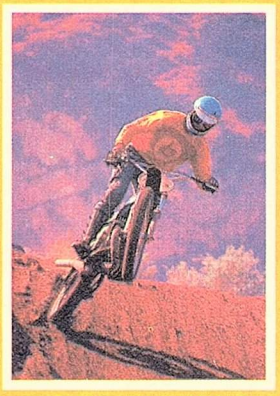
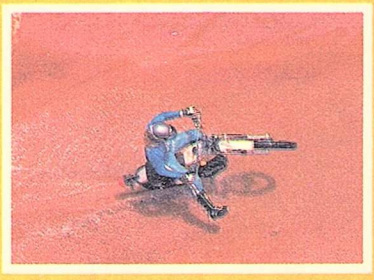
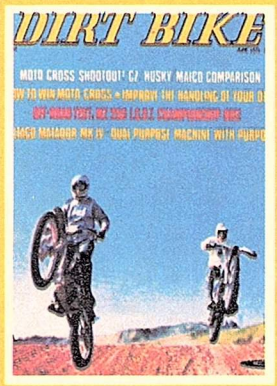


10. JIM CONNOLLY, 250 BULTACO PURSANG



9. GEORGE WEGNER, CAN-AM 175

☆ FOUR NEW ALL-ACTION COLOR POSTERS



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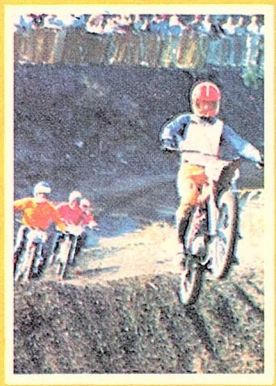
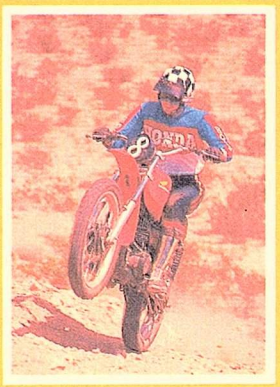


2. ACTION AT INTER-AM



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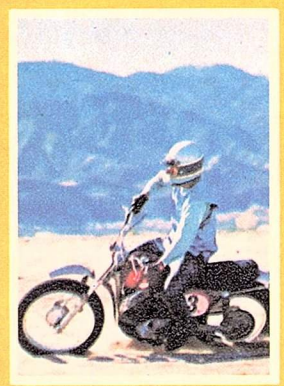

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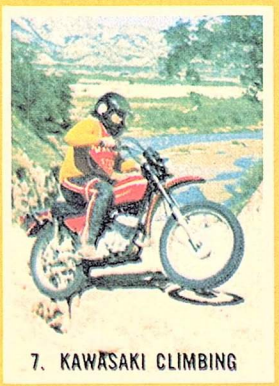

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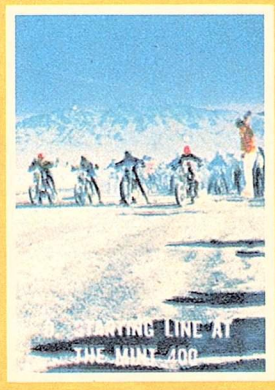

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Comparison

Long travel suspension has increased the stress and strain on what has always been the motocross machine's weakest link—the chain. Scientific analysis reveals that the chain actually reacts like a whip on its journey from the countershaft sprocket to the rear wheel. If you grabbed a garden hose or piece of rope by one end and snapped it sharply, a loop would travel the length of the hose. Your chain reacts the same way and makes three distinct curvatures in its less than two feet of span.

We tested four separate chain tensioners and surprised ourselves. We expected to find absolutely no significant difference between hunks of metal and plastic designed to apply pressure to roller links. The first major variance was in mounting location. Trik Products and Up-tite chain tensors were forward-mounted models. They attached to the rear motor mount bolt and tensed the chain from directly behind the counter sprocket. Pro-Tec and Rowe units mounted on the swingarm and guided the chain directly onto the rear sprocket.

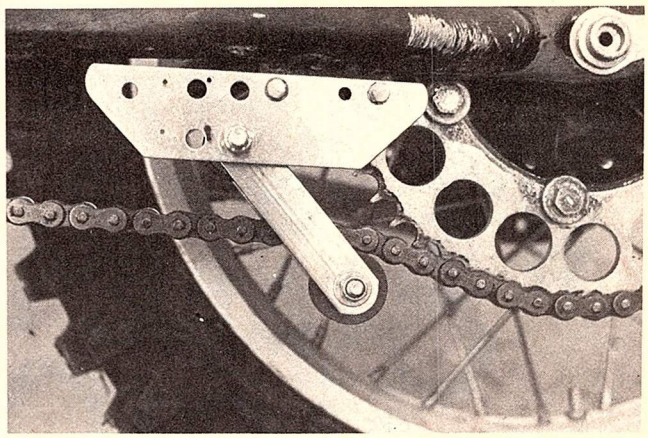
The forward-mounted chain tensioners have the advantage of being protected behind the frame rails. They are less likely to be damaged by flying rocks or debris. The major requirement is for an extremely stiff spring to maintain tension on the chain as it travels farther away from the unit.

Up-tite's chain tensioner was constructed out of too soft a grade of metal. We had difficulty keeping the chain running directly down the fiber block. In time the chain wore a groove off to one side in contact with the metal and no amount of coaxing or straightening could realign it. It worked well, and we continued to test it, but the material is not really as strong as necessary. Block, non-rolling, chain guides also wear faster.

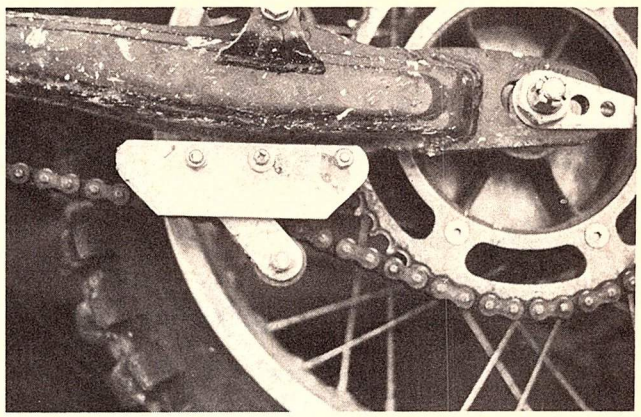
Trik Products' forward-mounted chain tensor was constructed of extremely sturdy metal and had a beefy roller to guide the chain. We have no complaints with the function of the Trik chain tensioner. However, the directions for its mounting are quite cryptic, and the unit itself does not come complete. It is necessary to go out and find a motor mount bolt 5mm longer than stock. Considering the price of almost all of the chain tensioners (exorbitant), they should come complete with all the needed equipment.

Pro-Tec and Rowe swingarm-mounted chain tensioners actually were our favorites. They are quite similar in

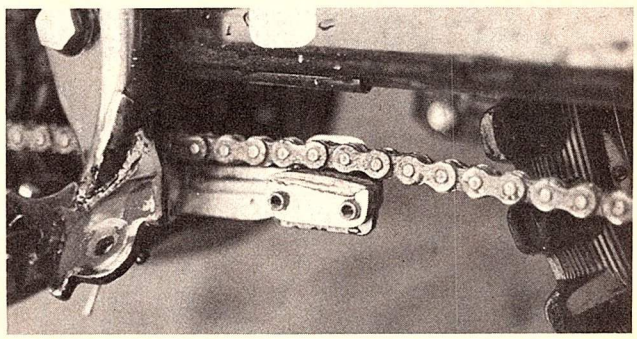
Continued on page 71



The Rowe Products chain tensioners mounted the roller closest to the sprocket of the units tested and utilized ball bearings in the plastic roller.



Pro-Tec had a shorter lever-arm than the similar Rowe model, but worked equally as well. Pro-Tec has high-class zoot-capri needle bearings in its plastic roller.



The Up-Tite chain tensioner was eaten away by the chain. The block chain guide was long-wearing, but not very accurate.

CHAIN TENSIONERS

Chain Tensioner Developments from down under

By Jody Weisel

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MAIL ENTRIES

Continued from page 18

handlebar width by doing push-ups and measuring the outside of my hands. Do you know where I can get a 22-inch handlebar for motocross?

Terry Bogner
Dinsmore, Canada

WFO AGAIN

Dear MXA:

Could you please tell me what WFO means? I've also been looking for a glass jaw. Could you tell me how much one might cost and where I could get one?

Kevin Oliver
Chesterfield, Virginia

OHIO VOLUNTEERS

Dear MXA:

Why is it that you don't print any Mail Entries from Ohio? Is it because we motocrossers from Ohio don't write? How about more of you guys from Ohio writing to this super magazine.

Greg Brooks
Spencerville, Ohio

HARD TO FIND

Dear MXA:

I am one of the many 37-pound midgets wondering where they could get one of the 08 AHAMAYs displayed on page 21 of the February issue.

Dan McAllister
Alberta, Canada

POLITICS FROM Y TO Z

Dear MXA:

Hey, what do you guys have against Yammers? I want to buy one, but every time I pick up a bike magazine I feel like Billy Carter amidst a gathering of intelligent people.

Tim Martin
Victoria, Texas

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Circle Number 12 on pg. 73

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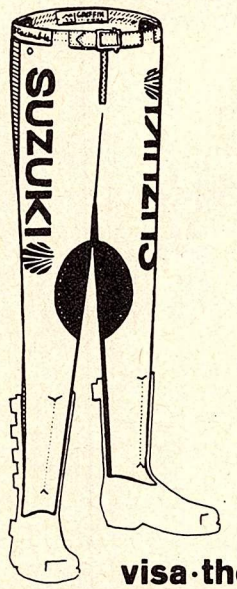

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MAICO	Yellow	Blue	Blue
HONDA	Red	Blue	Blue
YAMAHA	Yellow	Black	Yellow
KAWASAKI	Green	Green	Green
OSSA	Orange	Blue	Blue

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MX2-01	Blue	Blue	Yellow	MX3-02	Yellow	Blue	Yellow
MX2-02	Red	Red	Yellow	MX3-05	Orange	Blue	Yellow
MX3-01	Red	Blue	White	MX3-112	Yellow	Red	Blue

Listing not complete. Other combinations and team names are available.
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Circle Number 14 on pg. 73

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Circle Number 15 on pg. 73

MAINJET

Continued from page 9

that he had used 95-percent power in order to land because of the altitude and weather, and that we would be pushing it just to get off the ground in order to get home.

The litter basket was placed next to me and the Doc directed everyone as to what to do. He was going to handle my broken leg while the rest lifted me into the basket. On the count of three six men lifted in unison and I screamed like they were killing me . . . . As they placed me in the basket I pleaded for someone to put my leg in, but of course, it was in. I had involuntarily tried to move it and the bone was now jutting out of my thigh about eight inches. The Doc started to unbuckle my boots and Al told him that they would have to be cut off. Gary had a Swedish Army knife and he cut the soles of the boots off and then sliced up the tongue so that they could be slipped off me. The Doc, using surgical scissors, cut my jacket off and then started on the leathers. When he got to the knee Al told him he'd have to cut around the plastic cup. When he removed the plastic knee cup he handed it to Al. It had shattered into several pieces but my knee was OK.

The Doc was sure my other leg was broken because of the way I was lying. I told him it was all right, but he thought that because I was in so much pain I didn't know it was broken and I heard him tell Al. Once they had me stripped it was determined that my only injury was the right leg. The Doc packed the open wound with gauze and covered me with a couple of blankets. I was really cold! He then organized the procedure to carry me to the chopper. There were six men and they were to alternate positions in a clockwise movement every 20 steps. The guy on the right-side middle had to carry the intravenous bottle overhead. The cadence of their walk was shooting jolts of pain through me with every stride. The Doc kept telling me where we were and how much farther we had to go. At about the three-quarter mark one of the guys' arms cramped and they almost dropped me. I responded with a scream of pain that they must have heard in Ensenada.

Gary stayed behind and was going to drive out with Al in the van. The big chopper took a long time getting airborne; its rotor was a scant foot or

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Circle Number 17 on pg. 73

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Circle Number 16 on pg. 73

so above the bushes at the landing site. While we were trying to get off the ground the Doc and another medic were giving me another intravenous and started monitoring my vital signs. Lt. Addison turned the heat on and told one of the crewmen to put his helmet with headset speakers and microphone on me. The lieutenant talked to me through the helmet speakers. He said that it was going to be a few hours to our destination of Lindbergh field in San Diego. He had already radioed for an ambulance to meet us and asked if he could call anyone for me. I asked if he could call Los Angeles and he replied, anywhere I wanted. I gave him my girlfriend's phone number. Several minutes later he told me that she had gotten the last flight out of LAX and would be in San Diego at 10:30.

Upon landing at Lindbergh Field there were a couple of TV cameras and several reporters, and as I was unloaded from the chopper and into an ambulance they interviewed Doc Splinter. The next thing I knew, the Doc and the other medic climbed into the ambulance with me and were instructing the driver where to take me. They had changed out of their flight suits and were dressed in clean white uniforms with name badges. This was the first time I got a good look at my rescuers. They had brought their lunches with them and apologized for not being able to give me anything. As we drove to the hospital I asked the Doc what the chances were on my leg. He said that he thought he could save it if he were operating, and felt I had a chance. He also said that if I had been carried out in the van he felt sure I'd have lost the leg and possibly died. He told me that they were lucky to get me out because of the weather conditions being so bad, and that they had a pretty hairy flight getting to me. It's against Mexican law for an aircraft to take off after dark and officially the sun set at 6:18 pm. We took off about 15 minutes late and Lt. Addison was concerned that the Mexicans would try to ground us. Doc said we came very close to staying the night in the chopper.

It was about a 15-minute ride to the Kaiser hospital, and once there I was carried into the emergency room with Doc Splinter and the other medic still with me. They told the Kaiser personnel that they could leave me in the

Continued on page 69

MOTOCROSS ACTION

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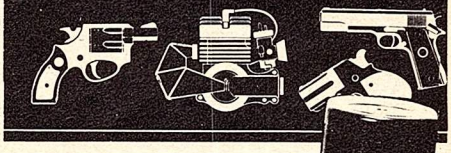

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Circle Number 18 on pg. 73

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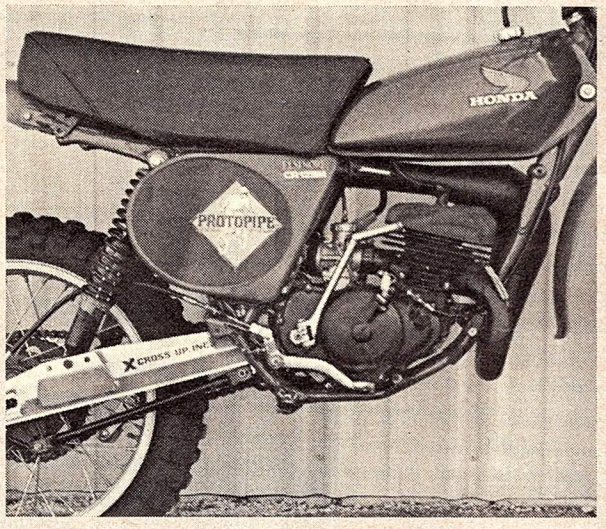

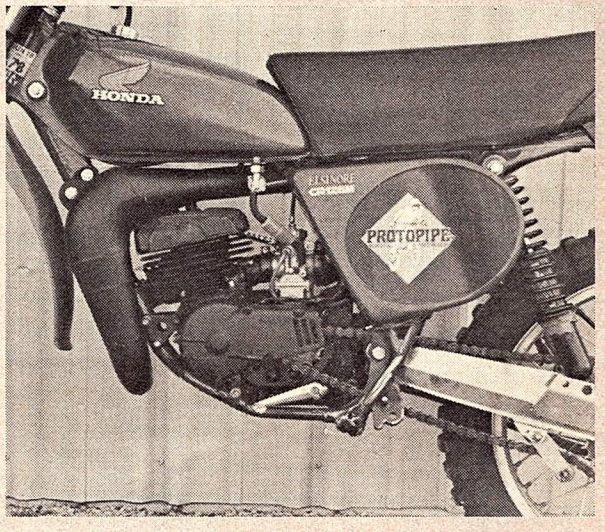

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HONDA CR125 "PRO" Part No. HPP 77 . . . **$74.95**

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MAINJET

Continued from page 67

litter basket so I wouldn't have to be moved, and someone would pick it up in a couple of days.

I could see the clock on the wall, it was 9:45. It had been almost eight hours since I had been hit by the truck. I asked the E.R. doctor if I could have a shot for my pain, and he said that he was having the nurse type up the necessary release papers and couldn't give me anything until I signed them. The orthopedic surgeon, Dr. Armstrong, arrived and checked me over. He told me that they would probably have to amputate my right leg due to the severity of the injury and the excessive time it had been exposed. I couldn't accept what I was hearing. I explained to the doctor that I was in the best shape of my life, and if he gave it his best shot I'd do the rest; in no way did I want to wake up without it. I told him I wouldn't sign anything for amputation. He showed me the forms and said that they were for exploratory surgery and necessary pinning and that we'd worry about amputation later. He said he'd do his best, but he wanted me to know my

MOTOCROSS ACTION MAGAZINE

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Sept. 73	Maico 450	March '75	FMF Porting
Oct. 73	GP Riders	April '75	SUDCO Carb Kit
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		July '75	Be a Motorcycle Mechanic
Jan. 74	Grand Prix	Aug. '75	Convert TM Suzuki
Feb. 74	Montana MX	Sept. '75	Adjust your Chain
Mar. 74	Biggest Race	Oct. '75	Skunk Works Suspension
April 74	Combat Wombat	Nov. '75	MX Superbowl
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Aug. 74	DeCoster Interview		
Sept. 74	Yamaha Moto Shock	Jan. '76	Shot-Peening
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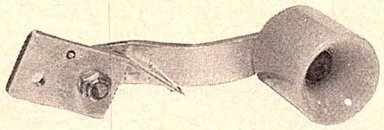

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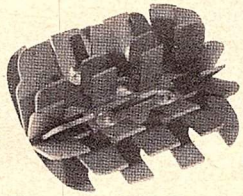

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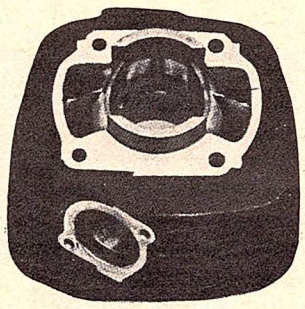

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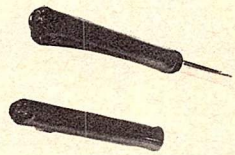

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Circle Number 20 on pg. 73

chances. I also signed a release for some Polaroid photos which a nurse took shortly thereafter.

It seemed that more than the usual number of doctors and nurses were coming in to look at me, and the stern expressions on their faces worried me. As I lay there naked and exposed in the litter waiting for my first relief from the pain, I explained to the doctor that I'd come too far and had gone through too much to keep my leg, and to lose it now didn't seem fair . . . Several minutes later the injection I'd been promised started to take effect and I lost consciousness. My fate was now in the hands of a doctor I'd just met, and I could only hope he had the expertise necessary to make me whole again.

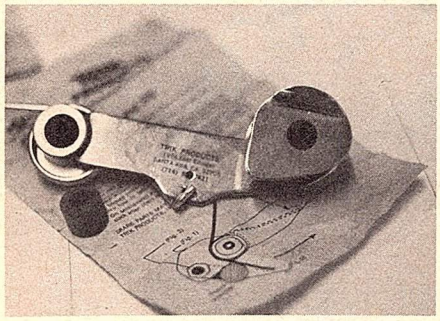
I remember regaining consciousness for a few seconds and seeing my girlfriend's face smiling at me. It seemed like I had been out for only a short while but in actuality it was a day later and I was in intensive care. They had let her stay with me in the intensive care ward, but at the time I had no idea where I was. When my eyes opened the following day I was in a hospital room surrounded by flowers. The first thing I saw was my right leg in front of me with several ropes pulling on it from different directions. Dr. Armstrong had worked whatever miracle was in him and had saved my leg. During the course of the following two weeks he was to operate eight more times. After the final operation I was encased in plaster from my armpits to my toes and was to stay that way for the next six weeks. My Baja partner Preston Petty flew in to see me the first week I was there, and my girlfriend asked him if he wanted to see the Polaroid photos the nurse had taken before surgery. They weren't quite what he expected. Preston turned pale and then got sick. Later he tried to arrange it so that he could pay for my doctor bills without my knowing it. With friends like that, how could I lose.

To make a long story short, I'm well on the road to recovery. I've had several setbacks and other problems in the interim, but there isn't much sense in talking about them. I'm still ahead of the doctors' expectations. The help and response I received from the people in motorcycling has been overwhelming and humbling. I would never have believed so many people cared if I hadn't experienced it. I am very grateful!

CHAIN TENSIONERS

Continued from page 63

design and looks. Both tensioners worked like a charm and neither showed any real wear patterns. Life of the plastic rollers could be in excess of six months of everyday use. The reason for this is that both Rowe and Pro-Tec utilize bearings in their space-age plastic rollers. Pro-Tec has carefully enclosed needle bearings inside their red roller, while Rowe

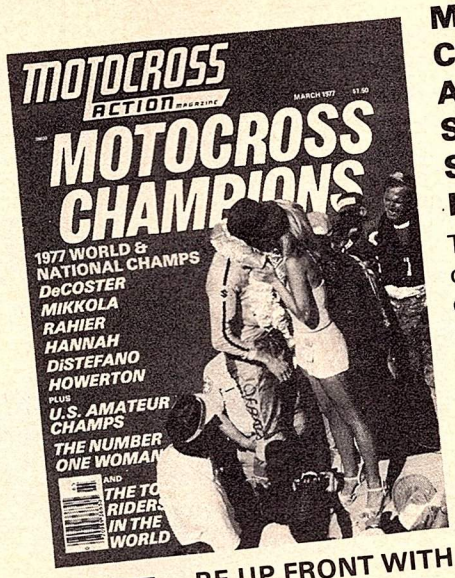


Trik Products chain tensioner was made out of high-quality steel and worked well when it was finally mounted.

used ball bearings. Mud and muck have not affected either one to any great extent.

If this is truly a chain tensioner shootout it doesn't come up with an overall winner, but it does reveal an overall class of winners. The swing-arm-mounted tensioners appear to be better suited and more effective at doing their job. What they trade off in vulnerability to flying objects and crashes they make up in direct chain sprocket engagement.

Most of these tensioners are available from your local dealers. Essentially the rider needs to visualize his requirements and buy the tensioner that best meets those needs.



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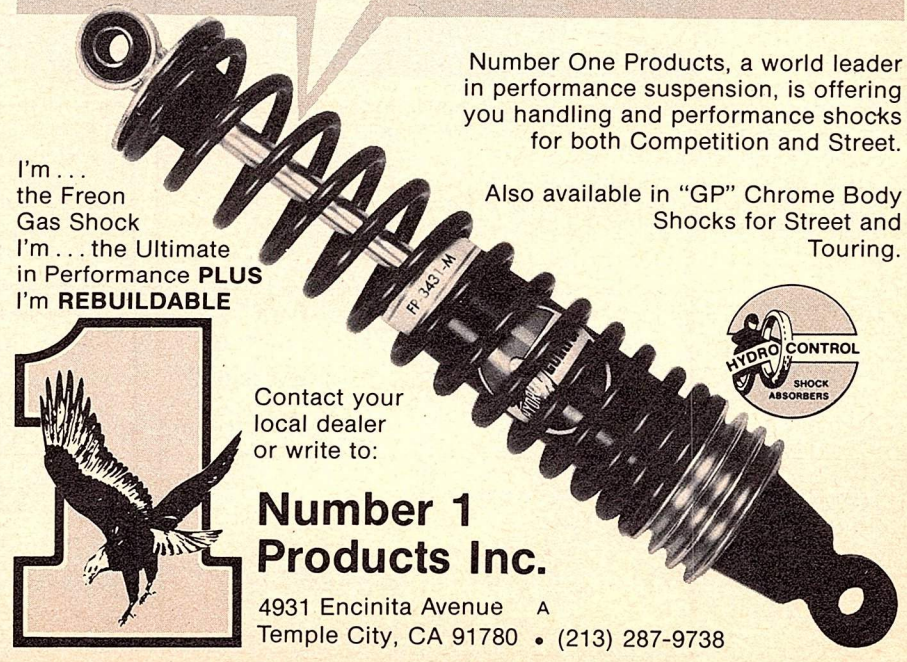

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Special room rates are available at the Hyatt Regency New Orleans, next door to the Superdome, and a limited number of camper hook-ups are available. Make plans now, for the Superdome Supercross is sure to become a New Orleans tradition.

Tickets: adults—$10.00, $7.50 & $5.50
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For tickets and camper reservations write:
Superdome Supercross/La. Superdome
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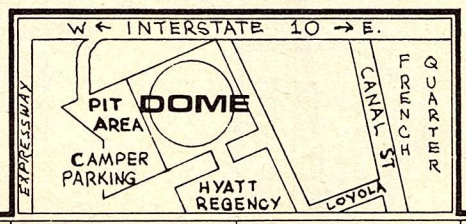

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1. AGE GROUP
a) a) Under 16
b) 16-20
c) 21-25
d) 26-30
e) 31-40
f) 41 and over

2. ANNUAL INCOME
a) Under $10,000
b) $10,000-$14,999
c) $15,000-$19,999
d) $20,000 or more

3. DO YOU OWN A MOTORCYCLE?
a) Yes
b) No

4. IF YES, HOW MANY? _____

5. WHAT MAKES DO YOU OWN?
a) Honda
b) Yamaha
c) Suzuki
d) Kawasaki
e) Bultaco
f) Montesa
g) Ossa
h) Maico
i) Triumph
j) Can-Am
k) Harley-Davidson
l) Rokon
m) Hodaka
n) Penton/KTM
p) Husqvarna
p) other

6. WHAT TYPE OF BIKES DO YOU OWN?
a) trail/enduro
b) motocross
c) street/ trail
d) trials
e) flat-track
f) speedway

7. DO YOU COMPETE IN ORGANIZED COMPETITION? IF SO, WHICH TYPE?
a) motocross
b) enduros
c) trials
d) flat-track
e) speedway

8. DO YOU PLAN TO BUY A NEW BIKE WITHIN THE NEXT YEAR?
a) yes
b) no

9. IF "YES", WHAT MAKE DO YOU PLAN TO BUY? _____

10. HOW MUCH MONEY DO YOU PLAN TO SPEND ON ACCESSORIES FOR YOURSELF AND YOUR BIKE THIS YEAR?
a) $0-$25
b) $25-50
c) $50-$100
d) $100-$200
e) $200-$400
f) $400 and over

11. IN ORDER, WHICH FIVE TYPES OF ARTICLES INTEREST YOU THE MOST?
a) competition
b) technical
c) new bike tests
d) personality features
e) product evaluations
f) other
1st _____
2nd _____
3rd _____
4th _____
5th _____

12. IN ORDER, WHICH FIVE MOTORCYCLE MAGAZINES DO YOU READ MOST OFTEN?
a) Dirt Bike
b) Motocross Action
c) Cycle
d) Cycle World
e) Cycle Guide
f) Popular Cycling
g) other

(insert letter)
1st _____
2nd _____
3rd _____
4th _____
5th _____

Berm Shot

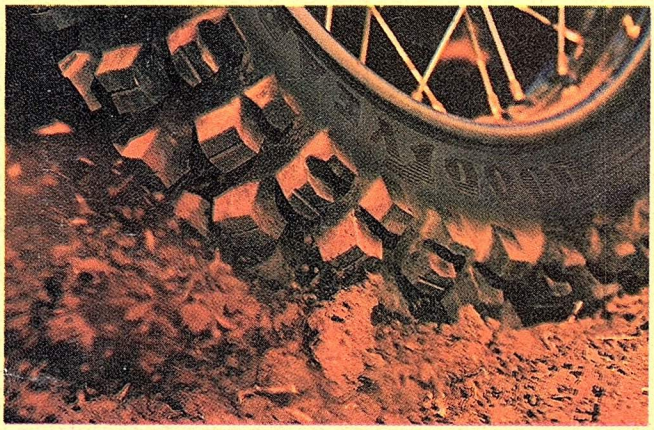
He who lives by the dirt occasionally eats dirt

Photograph By Robert Martin

EAGLE M/X II

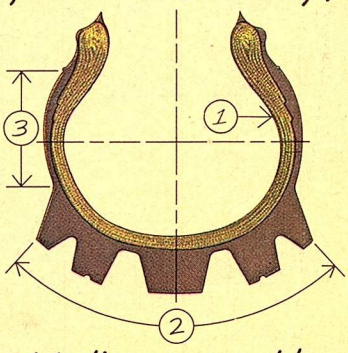
A study in strength

If you ride motocross, hare scrambles or enduros, we're not about to tell you how punishing

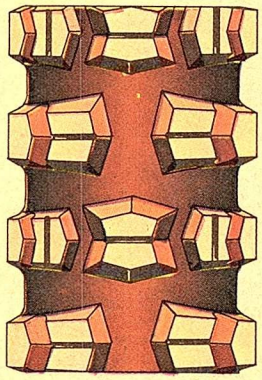


it can be. But we would like to tell you this... Goodyear has studied motocross for some time and, with the help of riders like AMA 1975 Supercross Champion Jimmy Weinert, we engineered a new M/X tire. The Eagle M/X II. You should know what we did, and why we did it.

1. The Eagle M/X II starts with a rugged nylon cord body; then a new, extremely tear-resistant rubber compound is added.

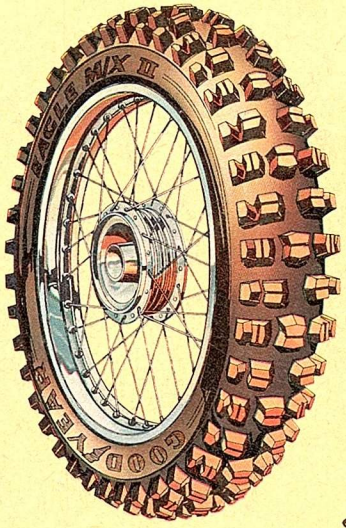


2. Its wide, flat footprint and tall, tapered lug design make for a stiffer and harder working tire. Shallow grooves in the top of each lug put hundreds of biting edges to work when you're running on marbly or hard pack surfaces.



3. The Eagle M/X II has a new high-standing sidewall, designed to flex and absorb the kind of shocks a motocross can throw at you.

4. The M/X II... it's a Goodyear Eagle. And every Eagle tire is painstakingly engineered for a specific type of rider. There's one for the way you ride. Ask your friends. Ask your Goodyear dealer about the Eagle M/X II... it's a study in strength.



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We don't have to tool up for keyboards one week and transmissions the next.

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Do not be surprised when you see other motorcycle manufacturers continue to put their resources and names on other products. You'll see the Bultaco name on just one.

A top quality motorcycle. Built by a company that makes motorcycles.

And nothing else.

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